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TRANSCRIPT OF RECORD.

SUPREME COURT OF THE UNITED STATES.

No. 146.

THE UNITED STATES, APPELLANT,

vs.

THE BURLINGTON AND MISSOURI RIVER RAILROAD COMPANY IN NEBRASKA.

APPEAL FROM THE CIRCUIT COURT OF THE UNITED STATES FOR THE DISTRICT OF NEBRASKA.

FILED SEPTEMBER 8, 1876.

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1 Pleas before the honorable Samuel F. Miller, associate justice of the Supreme Court of the United States, sitting in the circuit court of the United States for the eighth judicial circuit and district of Nebraska, at the term of May, 1876.

Be it remembered that on the 8th day of February, 1875, a bill and schedules were filed in the office of the clerk of said circuit court, which said bill and schedules are in words and figures following, to wit:

In the circuit court of the United States for the district of Nebraska.

THE UNITED STATES
vs.
THE BURLINGTON AND MISSOURI RIVER Railroad Company in Nebraska.

To the judges of the circuit court of the United States for the district of Nebraska:

2 The United States of America, by James Neville, United States attorney for the district of Nebraska, brings this their bill of complaint against the Burlington & Missouri River Railroad Company in Nebraska, and for cause of complaint says:

I.

1 That under and by virtue of an act of Congress of the United States, entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July 1st, 1862, the Union Pacific Railroad Company was incorporated with power and authority to lay out, locate, construct, furnish, maintain, and enjoy a continuous line of railroad and telegraph, with the appurtenances, from a point on the one-hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican River and the north margin of the valley of the Platte River, in the then Territory of Nebraska, to
3 the western boundary of Nevada Territory, upon the route therein provided, and with divers powers, privileges, immunities, franchises and duties granted to and imposed upon it as by the said act, reference thereunto being had, will appear. And by the third section of said act it was enacted: "That there be and hereby is granted to the said company for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land designated by odd numbers, to the amount of five alternate sections per mile on each side of said railroad, on the line thereof, and within the limits of ten miles on each side of said road not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed." By the fourteenth section of said act it was further enacted, "That the said Union Pacific Railroad Company is hereby authorized and re-
4 quired to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connection

with the line of said company at some point on the one-hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions in all respects as are contained in this act for the construction of the railroad and telegraph first above mentioned."

2. By the thirteenth section of said act it was further enacted, "That the Hannibal & S't Joseph Railroad Company of Missouri may extend its road from S't Joseph, via Atchison, to connect and unite with the road through Kansas, upon filing its assent to the provisions of this act, upon the same terms and conditions in all respects for one hundred miles in length, next to the Missouri River, as are provided in this act for the construction of the railroad and telegraph line first mentioned."

3. That by the act of Congress entitled "An act to amend an act entitled an 'Act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes,' approved July 1, 1862, which last-entitled act was approved July 2, 1864, it was, among other things, by the fourth section of said act, enacted that section three of said act first above entitled be hereby amended by striking out the word "five" where the same occurs in said section and by inserting in lieu thereof the word "ten," striking out the word "ten" where the same occurs in said section and by inserting in lieu thereof the word "twenty," and by sections eighteen, nineteen, and twenty thereof it was further enacted as follows: "That the Burlington & Missouri River Railroad Company, a corporation organized under and by virtue of the laws of the State of Iowa, be, and hereby is, authorized to extend its road through the Territory of Nebraska from the point where it strikes the Missouri River south of the mouth of the Platte River to some point not further west than the one-hundredth meridian of west longitude, so as to connect by the most practicable route with the main trunk of the Union Pacific Railroad, or that part of it which runs from Omaha to the said one-hundredth meridian of west longitude, and for the purpose of enabling said Burlington & Missouri River Railroad Company to construct that portion of their road herein authorized, the right of way through the public lands is hereby granted to said company for the construction of said road; and the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road earth, stone, timber, and other material for the construction thereof. Said right of way is granted the said company to the extent of two hundred feet, where it may pass over the public lands, including all necessary grounds for station-buildings, workshops, depots, machine-shops, switches, side tracks, turn-tables, and water-stations, and the United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this section and required for the said right of way and grant of land herein made.

"SECTION 19. And be it further enacted, That for the purpose of aiding in the construction of said road, there be and hereby is granted to the said Burlington and Missouri River Railroad Company every alternate section of public land (excepting mineral lands, as provided in this act) designated by odd numbers, to the amount of ten alternate sections per mile on each side of said road, on the line thereof, and not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not

have attached at the time the line of said road is definitely fixed: Provided, That said company shall accept this grant within one year from the passage of this act by filing such acceptance with the Secretary of the Interior, and shall also establish the line of said road and file a map thereof with the Secretary of the Interior within one year of the date of said acceptance, when the said Secretary shall withdraw the lands embraced in this grant from market.

"SECTION 20. And be it further enacted, That whenever said Burlington & Missouri River Railroad Company shall have completed twenty consecutive miles of the road mentioned in the foregoing section, in the manner provided for other roads mentioned in this act, and the act to which this is an amendment, the President of the United States shall appoint three commissioners to examine and report to him in relation thereto, and if it shall appear to him that twenty miles of said road has been completed, as required by this act, then, upon certificate of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said companies on each side of said road, as far as the same is completed, to the amount aforesaid, and such examination, report, and conveyance by patents shall continue from time to time in like manner until said road shall have been completed. And the President shall appoint said commissioners to fill vacancies in said commission, as provided in relation to other roads mentioned in the act to which this is an amendment, and the said company shall be entitled to all the privileges and immunities granted to the Hannibal & S't Joseph Railroad Company by said last-mentioned act, so far as the same may be applicable: Provided, That no government bonds shall be issued to the said Burlington & Missouri River Railroad Company to aid in construction of said extension of its road: And provided further, That said extension shall be completed within the period of ten years from the passage of this act."

4. That the Burlington and Missouri River Railroad Company, in the above-recited sections of said act mentioned, accepted the grant therein contained within the time in that behalf in said act limited, and established the line of its road and filed a map thereof with the Secretary of the Interior within one year thereafter, as plaintiff is informed.

IV.

1. That Congress passed a joint resolution as follows:

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the act of Congress, approved July 2nd, 1864, granting certain lands to the Burlington & Missouri River Railroad Company to aid in extending its road through the then Territory of Nebraska, to connect with the Union Pacific Railroad Company, shall be so construed as to authorize the Burlington & Missouri River Railroad Company to assign and convey to a railroad company to be organized under the laws of the State of Nebraska all the rights, powers, and privileges granted and conferred by said act, and subject to all the conditions and requirements therein contained."

Which resolution was approved on the tenth day of April, A. D. 1869.

V.

1. That the said defendant, the Burlington & Missouri River Railroad Company in Nebraska, was thereupon organized and incorporated under

and by virtue of the laws of the State of Nebraska, that is to say, subdivision, entitled railroads, of chapter twenty-five of the Revised Statutes of said State, with full power to build the railroad in the aforesaid acts mentioned. And thereupon the said Burlington & Missouri River Railroad Company, for value by it therefor received, assigned and
12 conveyed to the said defendant all the rights, powers, and privileges which were granted or conferred by the above-entitled act of July 2nd, 1864.

VI.

2. That the said Union Pacific Railroad Company entered upon the work of constructing its said railroad and telegraph lines, as well as those commencing on the one-hundredth meridian of longitude and running thence west, as those commencing on the western boundary of the State of Iowa and running west to the said one-hundredth meridian and then connecting with first above mentioned lines, and completed both thereof on the fourth day of July, 1869, as complainant is informed.

3. That the said works were duly examined and approved by agents and officials of the government, including the President, and they did, and have since done, all such matters and things as in the two acts aforesaid were required of them. That the lands granted to said company by said acts have been duly conveyed to it by letters patent
13 of the government for the whole distance of three hundred miles and more west from the said Missouri River to the extent provided in the fifth section of said act secondly above entitled, as well for and on account of the said road and telegraph running from said river to said one-hundredth meridian, as for and on account of the said road and telegraph line running west from said one-hundredth meridian.

VII.

1. That on the fourth day of July, A. D. 1869, the said Burlington and Missouri River Railroad Company in Nebraska, under and by virtue of the authority upon it so as aforesaid conferred, commenced the construction of said road at the initial point on the Missouri River at Plattsmouth, in Cass County, and thereafter prosecuted the same with such vigor that on the third day of November, 1871, it had completed the same through the counties of Cass, Saunders, Lancaster, Saline, and Fillmore to the eastern boundary of the county of Clay. That on
14 said day, and on divers days prior thereto, from time to time as the said work progressed, commissioners in that behalf, appointed by the President of the United States, had reported to him by their several certificates that the successive sections of said road were completed as by said act required, as complainant is informed.

VIII.

1. That thereafter the said railroad company continued the prosecution of the work of constructing the said road through the counties of Clay, Adams, and Kearney to Fort Kearney, in the last-named county, where it made a junction with the said Union Pacific Railroad Company's road, as in the act secondly above entitled. That it completed the said road to that point on the third day of September, 1872. That thereupon it applied to the President of the United States to appoint commissioners to examine the said road running from the eastern boundary of Clay County
15 to said terminus thereof. Whereupon he appointed such commis-

sioners, and they, upon due examination by them made in that behalf, on or about the twenty-second day of November, 1872, by their certificate of that date, reported accordingly from said river to the said junction at Kearney.

IX.

1. That on the line of said defendant's railroad and within the limit specified by the act of July 2, 1864, portions of the lands had been sold, homesteaded, pre-empted, and reserved, or otherwise disposed of by the United States, at the time of the taking effect of the said grant to the said defendant. Thereupon the said defendant made application to the proper department of the United States for patents to lands being outside of the limits contained in the said act of July 2, 1864, in lieu of those lands within the limits of said act which had been disposed of as aforesaid.

2. That, thereafter, from the 31st day of May until the 7th day of
16 November, 1872, the Commissioner of the General Land Office made and delivered to the said defendant company several certificates to the effect that it was entitled to such lands and letters patent therefor; and afterwards, and at divers times, to wit, June 15th, 1872, June 28th, 1872, September 19th, 1872, and November 12th, 1872, and November 20th, 1872, five several patents were issued to said company, wherein were, among others conveyed to said defendant, lands to the extent of 1,200,000 acres which were not within the said twenty-mile limit specified in the said act of July 2, 1864, a full description of which said lands being outside of said limit, together with the number of the several counties in which the same are situate, is set forth in the schedules hereto annexed, marked "A," and which the complainants pray may be taken as part of this bill.

X.

1. And thereupon the said complainants charge and insist that the said lands, to wit, the 1,200,000 acres, as specified in said sched-
17 ule, and all other lands so as aforesaid patented to said defendant, being outside of the limit defined in said act of July 2nd, 1864, are not within the grant to said defendant company to it, in and by the nineteenth section of the act secondly above entitled, granted and authorized to be conveyed.

2. That the said patents conveying the said lands were to the extent to which they purported to convey the same to said defendant, utterly without warrant or authority of law, and are utterly null and void, and improvidently issued.

XI.

1. The said complainant well hoped that the said defendant would desist from claiming any right, title, or interest in said lands, as if duly granted to it, but the said defendant claims and insists that it is entitled to the full and complete ownership of said lands, and still refuses to reconvey the same to the United States; all of which doings, actings, and refusals are contrary to equity, good conscience, and tend to the
18 manifest wrong and injury of the said complainant.

XII.

1. In tender consideration whereof, and forasmuch as said complainant is remediless in the premises at and by the strict rules of common

and by virtue of the laws of the State of Nebraska, that is to say, subdivision, entitled railroads, of chapter twenty-five of the Revised Statutes of said State, with full power to build the railroad in the aforesaid acts mentioned. And thereupon the said Burlington & Missouri River Railroad Company, for value by it therefor received, assigned and
12 conveyed to the said defendant all the rights, powers, and privileges which were granted or conferred by the above-entitled act of July 2nd, 1864.

VI.

2. That the said Union Pacific Railroad Company entered upon the work of constructing its said railroad and telegraph lines, as well as those commencing on the one-hundredth meridian of longitude and running thence west, as those commencing on the western boundary of the State of Iowa and running west to the said one-hundredth meridian and then connecting with first above mentioned lines, and completed both thereof on the fourth day of July, 1869, as complainant is informed.

3. That the said works were duly examined and approved by agents and officials of the government, including the President, and they did, and have since done, all such matters and things as in the two acts aforesaid were required of them. That the lands granted to said company by said acts have been duly conveyed to it by letters patent
13 of the government for the whole distance of three hundred miles and more west from the said Missouri River to the extent provided in the fifth section of said act secondly above entitled, as well for and on account of the said road and telegraph running from said river to said one-hundredth meridian, as for and on account of the said road and telegraph line running west from said one-hundredth meridian.

VII.

1. That on the fourth day of July, A. D. 1869, the said Burlington and Missouri River Railroad Company in Nebraska, under and by virtue of the authority upon it so as aforesaid conferred, commenced the construction of said road at the initial point on the Missouri River at Plattsmouth, in Cass County, and thereafter prosecuted the same with such vigor that on the third day of November, 1871, it had completed the same through the counties of Cass, Saunders, Lancaster, Saline, and Fillmore to the eastern boundary of the county of Clay. That on
14 said day, and on divers days prior thereto, from time to time as the said work progressed, commissioners in that behalf, appointed by the President of the United States, had reported to him by their several certificates that the successive sections of said road were completed as by said act required, as complainant is informed.

VIII.

1. That thereafter the said railroad company continued the prosecution of the work of constructing the said road through the counties of Clay, Adams, and Kearney to Fort Kearney, in the last-named county, where it made a junction with the said Union Pacific Railroad Company's road, as in the act secondly above entitled. That it completed the said road to that point on the third day of September, 1872. That thereupon it applied to the President of the United States to appoint commissioners to examine the said road running from the eastern boundary of Clay County
15 to said terminus thereof. Whereupon he appointed such commis-

sioners, and they, upon due examination by them made in that behalf, on or about the twenty-second day of November, 1872, by their certificate of that date, reported accordingly from said river to the said junction at Kearney.

IX.

1. That on the line of said defendant's railroad and within the limit specified by the act of July 2, 1864, portions of the lands had been sold, homesteaded, pre-empted, and reserved, or otherwise disposed of by the United States, at the time of the taking effect of the said grant to the said defendant. Thereupon the said defendant made application to the proper department of the United States for patents to lands being outside of the limits contained in the said act of July 2, 1864, in lieu of those lands within the limits of said act which had been disposed of as aforesaid.

2. That, thereafter, from the 31st day of May until the 7th day of
16 November, 1872, the Commissioner of the General Land Office made and delivered to the said defendant company several certificates to the effect that it was entitled to such lands and letters patent therefor; and afterwards, and at divers times, to wit, June 15th, 1872, June 28th, 1872, September 19th, 1872, and November 12th, 1872, and November 20th, 1872, five several patents were issued to said company, wherein were, among others conveyed to said defendant, lands to the extent of 1,200,000 acres which were not within the said twenty-mile limit specified in the said act of July 2, 1864, a full description of which said lands being outside of said limit, together with the number of the several counties in which the same are situate, is set forth in the schedules hereto annexed, marked "A," and which the complainants pray may be taken as part of this bill.

X.

1. And thereupon the said complainants charge and insist that the said lands, to wit, the 1,200,000 acres, as specified in said sched-
17 ule, and all other lands so as aforesaid patented to said defendant, being outside of the limit defined in said act of July 2nd, 1864, are not within the grant to said defendant company to it, in and by the nineteenth section of the act secondly above entitled, granted and authorized to be conveyed.

2. That the said patents conveying the said lands were to the extent to which they purported to convey the same to said defendant, utterly without warrant or authority of law, and are utterly null and void, and improvidently issued.

XI.

1. The said complainant well hoped that the said defendant would desist from claiming any right, title, or interest in said lands, as if duly granted to it, but the said defendant claims and insists that it is entitled to the full and complete ownership of said lands, and still refuses to reconvey the same to the United States; all of which doings, actings, and refusals are contrary to equity, good conscience, and tend to the
18 manifest wrong and injury of the said complainant.

XII.

1. In tender consideration whereof, and forasmuch as said complainant is remediless in the premises at and by the strict rules of common

law, and can only have adequate relief in a court of equity, where matters of this and like nature are properly cognizable and relievable.

2. To the end thereof that the said defendant may, if it can show why said complainant should not have the relief herein prayed, complainant asks an order that defendant may answer this bill of the said complainant, and that it be by the decree of your honors declared that the grant to said defendant made in the nineteenth section of this act, secondly in this bill entitled, did not extend to or include or convey the lands or any part thereof described in the annexed schedule, or other lands without the limit specified in the last named act, or the
19 issue to it of patents conveying the same, and that the said patents so as aforesaid issued to said company, to the extent to which the same purport to convey said lands or any thereof, are, and each and every thereof, is utterly null and void. That the said defendant be decreed to reconvey the said lands to the said complainant, and that the complainant may have the costs of this suit, and all other and further relief that may appear necessary and equitable.

1. May it please your honor to grant unto the said complainant the writ of subpœna, issuing in proper manner and directed to the said defendant, commanding it that at a day therein to be inserted, it be and appear by its proper officers before your honors in this honorable court, then and there to answer the premises, and stand to, perform, and abide such order and decree in the premises as to your honors shall seem to be agreeable to equity and good conscience.

JAMES NEVILLE,
U. S. Attorney, Dist. Nebraska.

20 EXHIBIT A.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Webster County, Nebraska.

Part of section.	S.	T.	R.	Acres.
S. E. ¼ of S. E. ¼	15	1	9	40
All of	21	"	"	640
All of	23	"	"	640
N. W. ¼	25	"	"	160
N. W. ¼, W. ½ of S. W. ¼, & E. ½ of S. E. ¼	29	"	"	320
All of	31	"	"	642. 80
S. E. ¼ of N. E. ¼, S. ½ of S. W. ¼, E. ½ of S. E. ¼, & S. W. ¼ of S. E. ¼	33	"	"	240
N. ½ of	1	2	9	320
All of	3	"	"	640
All of	5	"	"	641. 76
21 Brought forward	....	....	....	9, 017. 68
All of	25	2	9	640
All of	29	"	"	640
N. W. ¼ & E. ½ of S. W. ¼	33	"	"	240
N. ½ of	35	"	"	320
All of	7	3	9	640. 80
S. ½ of	9	"	"	320
S. E. ¼ and W. ½	15	"	"	480
All of	17	"	"	640
All of	19	"	"	643. 76
All of	21	"	"	640
S. E. ¼ and W. ½	23	"	"	480
S. E. ¼ and W. ½	25	"	"	480
All of	27	"	"	640
All of	29	"	"	640
All of	31	3	9	641. 72
All of	33	"	"	640
N. E. ¼ & W. ½	35	"	"	480
N. E. ¼ of N. W. ¼ & S. ½ E. ½ of N. W. ¼, E. ½ of S. W. ¼, & E. ½	13	1	10	360
N. W. ¼, W. ½ of N. E. ¼ & W. ½ of S. W. ¼	15	"	"	480
All of	17	"	"	320
W. ½ of N. W. ¼, E. ½ of N. E. ¼ and E. ½ of S. E. ¼	19	"	"	643. 20
Forward	23	"	"	240
Forward	....	....	....	20, 267. 16
All of	7	2	9	644. 40
All of	9	"	"	640
N. W. ¼ & N. ½ of S. W. ¼	11	"	"	240
W. ½	13	"	"	320
N. ½ of N. E. ¼, S. ½ of S. E. ¼, & W. ½	15	"	"	480
All of	17	"	"	640.
All of	19	"	"	648. 72
All of	21	"	"	640
S. E. ¼ & W. ½	23	"	"	480
Forward	....	....	....	9, 017. 68

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Part of section.	S.	T.	R.	Acres.
22 Brought forward				20, 267. 16
N. W. ¼, W. ½ of N. E. ¼, E. ½ of S. E. ¼, & W. ½ of S. W. ¼	27	1	10	400
All of	31	"	"	642. 32
All of	33	"	"	640
All of	35	"	"	640
All of	1	2	10	643
N. W. ¼ & E. ½	3	"	"	482. 80
All of	5	"	"	640. 20
All of	7	"	"	647. 60
All of	11	"	"	640
E. ½ of	13	"	"	320
All of	17	"	"	640
W. ½ of	19	"	"	329. 44
23 Brought forward				32, 141. 76
All of	13	3	10	640
All of	15	"	"	640
E. ½ of N. E. ¼, N. W. ¼ of N. E. ¼, N. ½ of N. W. ¼, S. W. ¼ of N. W. ¼, and W. ½ of S. W. ¼	17	"	"	320
S. W. ¼ of N. E. ¼, W. ½ of N. W. ¼, S. E. ¼ of N. W. ¼, and S. W. ¼	19	"	"	329. 28
E. ½	21	"	"	320
All of	23	"	"	640
All of	25	"	"	640
E. ½ of N. W. ¼, N. W. ¼ of N. W. ¼, E. ½ of S. W. ¼, S. W. ¼ of S. W. ¼, and E. ½ of	27	"	"	560
24 Brought forward				42, 081. 40
W. ½ of S. E. ¼, S. E. ¼ of S. E. ¼, and S. W. ¼	7	1	11	280. 50
S. ½ of N. E. ¼, & S. E. ¼	15	"	"	240
W. ½ of	17	"	"	320
All of	19	"	"	642. 40
N. W. ¼, W. ½ of S. W. ¼, & E. ½ of S. E. ¼	21	"	"	320
W. ½ of	23	"	"	320
E. ½ of	25	"	"	320
N. E. ¼, W. ½ of S. W. ¼, & E. ½ of S. E. ¼	27	"	"	320
N. W. ¼ & W. ½ of S. W. ¼	29	"	"	240
All of	31	"	"	640
All of	33	"	"	640
25 Brought forward				52, 308. 86
E. ½ of	21	2	11	320
S. W. ¼	23	"	"	160
S. W. ¼, W. ½ of S. E. ¼, & N. ½	25	"	"	560
All of	27	"	"	640
All of	29	"	"	640
S. E. ¼ & N. ½	31	"	"	488. 18
All of	1	3	11	636. 80
All of	3	"	"	631
All of	5	"	"	633. 80
All of	7	"	"	633. 60
All of	9	"	"	640
All of	11	"	"	640
W. ½ of N. E. ¼, S. E ¼ & W. ½	13	"	"	560
N. W. ¼	23	2	10	170
E. ½ of	25	"	"	320
E. ½ of	27	"	"	320
N. E. ¼ & N. ½ of S. E. ¼	31	"	"	240
S. E. ¼ & N. ½	35	"	"	480
All of	1	3	10	640
All of	3	"	"	643. 24
All of	5	"	"	641. 60
E. ½ of S. E. ¼, W. ½ of S. W. ½, and N. ½	7	"	"	487. 40
All of	9	"	"	640
All of	11	"	"	640
Forward				34, 141. 76
All of	29	3	10	640
All of	31	"	"	649. 32
W. ½ of N. W. ¼, S. E. ¼ of N. W. ¼, and S. W. ¼	33	"	"	280
All of	35	"	"	640
All of	19	4	10	642
S. W. ¼	21	"	"	160
S. E. ¼ & W. ½	27	"	"	480
All of	29	"	"	640
All of	31	"	"	638. 04
All of	33	"	"	640
All of	35	"	"	640
Forward				42, 081. 40
All of	35	1	11	640
All of	1	2	11	642. 40
All of	3	"	"	647. 44
All of	5	"	"	644
All of	7	"	"	641. 92
All of	9	"	"	640
S. E. ¼ & W. ½	11	"	"	480
All of	13	"	"	640
E. ½ of N. E. ¼ & W. ½ of N. W. ¼	15	"	"	160
N. E. ¼	17	"	"	160
All of	19	"	"	648. 80
Forward				52, 308. 86
All of	15	3	11	640
All of	17	"	"	640
All of	19	"	"	638. 40
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	640
All of	33	"	"	640
All of	35	"	"	640
S. ½ of	5	4	11	320
Forward				46, 300. 64

Lands granted to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
26 Brought forward				66,300.64
E. ½ of	7	4	11	320
All of	9	"	"	640
S. ½ of	13	"	"	320
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	637.72
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	636.80
All of	33	"	"	640
All of	35	4	11	640
N. ½ of N. W. ¼	5	1	12	77.32
S. ½ of	9	"	"	320
All of	13	"	"	640
S. W. ¼ & E. ½	15	"	"	480
N. W. ¼, N. ½ of S. W. ¼	17	"	"	240
All of	19	"	"	645.60
E. ½ of N. W. ¼, & E. ½ of	21	"	"	400
N. E. ¼ & W. ½	23	"	"	480
All of	25	"	"	640
All of	27	"	"	640
N. W. ¼	29	"	"	160
Forward				79,338.08

Parts of section.	S.	T.	R.	Acres.
27 Brought forward				79,338.08
All of	31	1	12	642.48
E. ½ of	33	"	"	320
S. ½ of N. E. ¼, S. E. ¼ & W. ½	35	"	"	560
All of	1	2	12	639.84
All of	3	"	"	639.40
All of	5	"	"	639.05
All of	7	"	"	633.88
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
N. ½ of N. W. ¼, & S. W. ¼ of S. W. ¼	17	"	"	120
All of	19	"	"	631.60
All of	21	2	12	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
E. ½ of	29	"	"	320
N. ½ of S. W. ¼, & S. W. ¼ of S. W. ¼	29	"	"	120
S. W. ¼ & N. ½	31	"	"	468.88
N. W. ¼	33	"	"	160
N. ½ of S. E. ¼, N. ½ of S. W. ¼, & N. ½	35	"	"	480
All of	1	3	12	639.80
All of	3	"	"	637.60
Forward				92,110.61

Parts of section.	S.	T.	R.	Acres.
28 Brought forward				92,110.61
All of	5	3	12	635.60
All of	7	"	"	612.80
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	615.80
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
S. W. ¼ & E. ½	31	"	"	468.20
All of	33	3	12	640
All of	35	"	"	640
W. ½ of N. E. ¼, W. ½ of S. E. ¼, & W. ½	1	4	12	483.27
All of	3	"	"	653.36
All of	5	"	"	659.20
All of	7	"	"	614.60
All of	9	"	"	640
N. ½ of	11	"	"	320
S. ½ of S. W. ¼, E. ½ of S. E. ¼, & S. W. ¼ of S. E. ¼	13	"	"	200
N. W. ¼	15	"	"	160
Forward				105,853.44

Parts of section.	S.	T.	R.	Acres.
29 Brought forward				105,853.44
N. ½ of	17	4	12	320
S. W. ¼, S. ½ of N. W. ¼, & E. ½	19	"	"	541.77
S. E. ¼, & E. ½ of S. W. ¼	21	"	"	240
N. E. ¼ & S. ½	23	"	"	480
All of	25	"	"	640
All of	27	"	"	640
All of	29	4	12	640
All of	31	"	"	612.52
All of	33	"	"	640
All of	35	"	"	640
Total acres in Webster Co				111,247.73

30

EXHIBIT B.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Franklin County, Nebraska.

Part of section.	S.	T.	R.	Acres.	Part of section.	S.	T.	R.	Acres.
N. E. ¼	1	1	13	159. 40	N. E. ¼, W. ½ of S. E. ¼ & W. ½	27	1	13	560
S. ½	5	"	"	320	All of	29	"	"	640
All of	7	"	"	644	All of	31	"	"	640
E. ½ of	9	"	"	320	All of	33	"	"	640
All of	13	"	"	640	All of	35	"	"	640
W. ½ of N. E. ¼, W. ½ of S. E. ¼ & W. ½	15	"	"	480	All of	1	2	13	638. 40
N. E. ¼, S. ½ of N. W. ¼ & S. ½	17	"	"	560	N. W. ¼ & E. ½	3	"	"	476. 52
N. ½ & S. W. ¼	19	"	"	481. 60	S. ½	5	"	"	320
W. ½	21	"	"	320	All of	7	"	"	647. 68
E. ½ of N. W. ¼, S. W. ¼, & E. ½	23	"	"	560	S. ½	9	"	"	320
All of	25	"	"	640	Forward	....	....	....	10, 647. 60
31 Brought forward	....	....	....	10, 647. 60	All of	3	3	13	639. 68
All of	11	2	13	640	All of	5	"	"	640. 32
All of	13	"	"	640	All of	7	"	"	638. 56
W. ½ of S. W. ¼	15	"	"	80	All of	9	"	"	640
All of	17	"	"	640	All of	11	"	"	640
All of	19	"	"	643	All of	13	"	"	640
All of	21	"	"	640	All of	15	"	"	640
All of	23	"	"	640	All of	17	"	"	640
All of	25	"	"	640	All of	19	"	"	647. 28
W. ½	27	"	"	320	S. E. ¼ & W. ½	21	"	"	480
All of	29	"	"	640	All of	23	"	"	640
W. ½ of	31	"	"	319. 44	All of	25	"	"	640
N. W. ¼ & E. ½	33	"	"	444. 93	All of	27	"	"	640
N. ½ of N. E. ¼ & E. ½ of N. W. ¼	35	"	"	160	Forward	....	....	....	25, 901. 25
All of	1	3	13	640. 44					
32 Brought forward	....	....	....	25, 901. 25	All of	19	4	13	643. 0
All of	29	3	13	640	All of	21	"	"	640
All of	31	"	"	647. 72	All of	23	"	"	640
All of	33	"	"	640	All of	25	"	"	640
All of	35	"	"	640	All of	27	"	"	640
All of	1	4	13	663. 64	All of	29	"	"	640. 6
All of	3	"	"	669. 46	All of	31	"	"	632. 1
All of	5	"	"	674. 18	All of	33	"	"	640
All of	7	"	"	653. 32	All of	35	"	"	640. 6
All of	9	"	"	640. 00	N. E. ¼ & W. ½	7	1	14	479. 7
All of	11	"	"	640	All of	9	"	"	640
All of	13	"	"	640	All of	11	"	"	640
All of	15	"	"	640					
All of	17	"	"	640	Forward	....	....	....	41, 894. 53
33 Brought forward	....	....	....	41, 894. 53	All of	5	2	14	635. 94
All of	13	1	14	640	All of	7	"	"	637. 58
All of	15	"	"	640	All of	9	"	"	640
All of	17	"	"	640	All of	11	"	"	640
S. W. ¼ & E. ½	19	"	"	481. 31	All of	13	"	"	640
All of	21	"	"	640	All of	15	"	"	640
All of	23	"	"	640	All of	17	"	"	640
All of	25	"	"	640	E. ½ of N. W. ¼, E. ½ of S. W. ¼, & W. ½ of N. E. ¼	19	"	"	240
All of	27	"	"	640	N. E. ¼ & W. ½	21	"	"	480
All of	29	"	"	640	E. ½ of S. W. ¼, S. W. ¼ of S. W. ¼, N. W. ¼ & E. ½	23	"	"	600
All of	31	"	"	641. 80					
All of	33	"	"	640					
All of	35	"	"	640					
All of	1	2	14	636. 80	Forward	....	....	....	56, 415. 20
All of	3	"	"	638					

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T	R.	Acres.
34 Brought forward	....	....	....	56,415.20
N. E. ¼ & W. ½	25	2	14	480
N. W. ¼, S. ½ of S. W. ¼, & E. ½	27	"	"	560
E. ½ of N. E. ¼, N. W. ¼ of N. E. ¼, & S. W. ¼ of S. E. ½	29	"	"	160
N. E. ¼, S. W. ¼ of N. W. ¼, N. E. ¼ of S. E. ¼, & N. W. ¼ of S. W. ¼	33	"	"	280
N. W. ¼	35	"	"	160
All of	1	3	14	636
All of	3	"	"	644
All of	5	"	"	643.28
All of	7	"	"	622.80
All of	9	"	"	640
All of	11	3	14	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	630.80
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	638.92
All of	33	"	"	640
All of	35	"	"	640
Forward	....	....	....	69,551.00

35 Brought forward	....	....	....	69,551.00
All of	1	4	14	670.12
All of	3	"	"	658.28
All of	5	"	"	640.56
All of	7	"	"	608.20
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	612.40
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	4	14	640
All of	29	"	"	640
All of	31	"	"	617.20
All of	33	"	"	640
All of	35	"	"	640
E. ½ of S. E. ¼, S. W. ¼ of S. E. ¼ and lot No. 1	9	1	15	161.20
W. ½ of S. W. ¼ & S. E. ¼	11	"	"	240
All of	13	"	"	640
S. E. ¼ of	15	"	"	160
All of	17	"	"	640
All of	19	....	....	641.04
Forward	....	....	....	83,520.00

36 Brought forward	....	....	....	83,520.00
All of	21	1	15	640
All of	23	"	"	640
S. E. ¼ & W. ½	25	"	"	480
E. ½	27	"	"	320
All of	29	"	"	640
All of	31	"	"	641.28
All of	33	"	"	640
All of	35	"	"	640
All of	1	2	15	639.92
All of	3	"	"	644.40
All of	5	"	"	638.64
All of	7	"	"	626.40
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
W. ½ of	15	2	15	320
All of	17	"	"	640
N. E. ¼, N. W. ¼ of S. E. ¼ & W. ½	19	"	"	512.40
All of	21	"	"	640
W. ½ of N. E. ¼, W. ½ of S. E. ¼, S. E. ¼ & E. ½ of S. W. ¼	23	"	"	280
E. ½ of N. E. ¼	25	"	"	80
E. ½ of N. W. ¼, N. W. ¼ of N. W. ¼, & W. ½ of N. E. ¼	27	"	"	200
All of	29	"	"	640
Forward	....	....	....	95,953.04

37 Brought forward	....	....	....	95,953.04
N. E. ¼ of N. W. ¼	31	2	15	40
N. ½ of N. W. ¼ & N. W. ¼ of N. E. ¼	33	"	"	120
All of	1	3	15	641.60
All of	3	"	"	628.68
All of	5	"	"	635.48
All of	7	"	"	641.36
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	650
All of	21	"	"	640
All of	23	3	15	640
E. ½ of N. E. ¼ & S. ½	25	"	"	400
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	658.40
All of	33	"	"	640
All of	35	"	"	640
All of	1	4	15	633.18
All of	3	"	"	636.62
All of	5	"	"	639.54
All of	7	"	"	634.40
All of	9	"	"	640
Forward	....	....	....	110,592.30

38 Brought forward	....	....	....	110,592.30
All of	11	4	15	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	639.64
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	644
All of	33	"	"	640
All of	35	"	"	640
Lot 3	1	1	16	40
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
E. ½ of	1	2	16	319.98
E. ½ of	13	"	"	320
E. ½ of	1	3	16	320.30
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
E. ½ of	1	4	16	316.29
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
Total acres in Franklin Co				192,152.51

39 EXHIBIT C.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Dakota County, Nebraska.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
W. ½ of N. E. ¼	3	27	6	80	E. ½ of N. E. ¼, N. E. ¼ of N. W. ¼ & S. E. ¼	1	27	7	280. 40
Lots 1 & 2	35	"	"	29. 44	N. E. ¼	3	"	"	160. 60
S. W. ¼ of S. E. ¼	1	28	6	40	E. ½ of	5	"	"	321. 09
S. W. ¼ of N. E. ¼ & E. ½ of N. W. ¼	3	"	"	116. 38	N. E. ¼	9	"	"	160
S. W. ¼ of S. E. ¼ & S. W. ¼	11	"	"	200	S. W. ¼ of S. E. ¼	13	"	"	40
S. W. ¼ of S. W. ¼	13	"	"	40	N. W. ¼ of N. E. ¼ & N. W. ¼	15	"	"	200
S. ½ of N. W. ¼ & N. ½ of S. W. ¼	23	"	"	160	N. ½ of S. E. ¼, S. E. ¼ of S. E. ¼ & W. ½	17	"	"	440
N. W. ¼ of N. E. ¼ & N. E. ¼ of S. E. ¼	25	"	"	80	Lots 1 & 2	31	"	"	36. 13
W. ½ of N. E. ¼, N. E. ¼ of N. E. ¼, S. E. ¼ of S. E. ¼ & W. ½ of S. W. ¼	27	"	"	240	Lots 1 & 2	35	"	"	39. 04
S. E. ¼, E. ½ of N. W. ¼, E. ½ of S. W. ¼ & N. W. ¼ of S. W. ¼	35	"	"	360	N. E. ¼ of S. W. ¼ & N. W. ¼ of S. E. ¼	3	28	7	80
					Forward				3, 103. 08

40 Brot. forward				3, 103. 08	E. ½ of N. E. ¼ & E. ½ of S. E. ¼	33	28	7	160
S. E. ¼ of S. E. ¼	7	28	7	40	N. ½ of	35	"	"	320
S. ½ of N. W. ¼	11	"	"	80	W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼	3	27	8	120
N. E. ¼	15	"	"	160	E. ½ of S. E. ¼ & N. W. ¼ of S. E. ¼	5	"	"	123. 98
E. ½ of S. E. ¼	17	"	"	80	W. ½ of S. W. ¼ & S. E. ¼ of S. W. ¼	9	"	"	120
E. ½, S. ½ of S. W. ¼	19	"	"	397. 11	Lots 1 & 2	33	"	"	40
N. ½ of N. W. ¼	19	"	"	75. 65	W. ½ of S. E. ¼ & S. E. ¼ of S. E. ¼	29	28	8	122. 01
E. ½ of N. E. ¼, S. W. ¼ of N. E. ¼, E. ½ of S. E. ¼, N. W. ¼ of S. W. ¼, N. E. ¼ of N. W. ¼	25	"	"	280					
S. E. ¼ of N. E. ¼	27	"	"	40					
S. W. ¼	29	"	"	160					
E. ½ of N. E. ¼, S. W. ¼, E. ½ of N. W. ¼ & S. W. ¼ of N. W. ¼	31	"	"	351. 96	Total acres in Dakota Co				5, 781. 79

41 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Dixon County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	5	27	4	645. 68	S. ½ of	15	27	5	320
W. ½ of N. W. ¼	11	"	"	80	N. E. ¼, N. E. ¼ of N. W. ¼	17	"	"	200
E. ½ of	19	"	"	320	W. ½ of N. W. ¼ & W. ½ of S. W. ¼	23	"	"	160
N. ½ of N. W. ¼ & N. W. ¼ of N. E. ¼	29	"	"	120	Lots 1, 2, 3 & 4	35	"	"	43. 86
All of	1	28	4	622. 48	S. ½ of N. W. ¼	1	28	5	80
N. E. ¼	13	"	"	160	E. ½ of N. W. ¼ & S. W. ¼ of S. W. ¼	3	"	"	119. 24
N. E. ¼	21	"	"	160	S. E. ¼ of N. E. ¼, E. ½ of S. E. ¼ & S. W. ¼ of S. E. ¼	5	"	"	160
W. ½ of S. W. ¼ & N. E. ¼ of S. W. ¼	23	"	"	120	E. ½	7	"	"	240
W. ½ & W. ½ of S. E. ¼	25	"	"	400	W. ½ of N. E. ¼, S. E. ¼	7	"	"	155. 60
W. ½ of	31	"	"	314. 80	N. W. ¼				
W. ½ of N. E. ¼ & S. E. ¼ of N. E. ¼	5	27	5	120. 65	Forward				4, 782. 35
N. W. ¼	5	"	"	160. 04					
W. ½ of S. E. ¼	9	"	"	80					

42 Carried				4, 782. 35	E. ½ of N. E. ¼, W. ½ of N. W. ¼	21	28	5	160
S. W. ¼ of N. E. ¼, S. ½ of S. E. ¼	9	28	5	120	W. ½ of S. E. ¼, S. ½ of S. W. ¼	23	"	"	160
W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼	9	"	"	120	N. ½ of N. W. ¼ & N. E. ¼	23	"	"	240
And N. W. ¼	9	"	"	160	N. ½ of N. E. ¼, W. ½ of N. W. ¼, N. E. ¼ of N. W. ¼, W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼	25	"	"	320
N. ½ of S. W. ¼ & N. W. ¼	11	"	"	240	N. ½, E. ½ of S. E. ¼ & W. ½ of S. W. ¼	29	"	"	480
S. E. ¼ & S. E. ¼ of S. W. ¼	13	"	"	200	All of	31	"	"	631. 20
N. ½ of N. E. ¼	17	"	"	80	Lots 1 & 2	31	27	6	17. 71
W. ½ of N. E. ¼, N. W. ¼ of S. E. ¼	19	"	"	120	Lots 1 & 2	33	"	"	20. 34
W. ½ of	19	"	"	315. 40					

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
N. W. ¼ of N. E. ¼, S. E. ¼ of N. W. ¼	5	28	6	76.79	N. E. ¼, E. ¼ of S. E. ¼	19	28	6	240
S. ½ of	7	"	"	306.71	N. W. ¼ of N. W. ¼	19	"	"	34.38
S. E. ¼ of N. E. ¼, S. W. ¼ of N. W. ¼	9	"	"	80	E. ½ of S. W. ¼, S. W. ¼ of S. W. ¼	21	"	"	120
S. ½ of N. E. ¼, S½ & S. ½ of N. W. ¼	17	"	"	480	Forward				9,504.88
43 Carried				9,504.88	S. W. ¼ of S. W. ¼	31	28	6	35.94
S. E. ¼ of N. W. ¼	21	28	6	40	All of	33	"	"	640
S. ½ of N. E. ¼ & N. E. ¼ of N. E. ¼, S. ½, & S. ½ of N. W. ¼	29	"	"	520	Total acres in Dixon Co				10,740.82

44 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Cedar County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
N. E. ¼	1	28	1W.	161.28	W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	17	28	1 E.	120
S. W. ¼	3	"	"	160	W. ½ & S. E. ¼	17	"	"	480
N. E. ¼	7	"	"	160	E. ½ & E. ½ of S. W. ¼	23	"	"	400
S. E. ¼	17	"	"	160	All of	25	"	"	640
W. ½	19	"	"	312.16	W. ½ of N. E. ¼ & S. E. ¼	27	"	"	240
W. ½ of N. W. ¼ & N. E. ¼ of N. W. ¼	25	"	"	120	S. ½ of N. E. ¼, S. ½ & S. ½ of N. W. ¼	29	"	"	480
S. E. ¼ & N. ½ of S. W. ¼	29	"	"	240	N. E. ¼ and S. W. ¼	31	"	"	300.64
S. E. ¼	31	"	"	160	N. ½ of	33	"	"	320
S. E. ¼	35	"	"	160	W. ½ of	35	"	"	320
N. ½ of	1	28	1 E.	316.86	W. ½ of	13	28	2	320
All of	3	"	"	639.79					
All of	7	"	"	595.56					
E. ½ of N. W. ¼ & E. ½ of S. W. ¼	9	"	"	160	Forward				6,966.29
45 Carried				6,966.29	S. W. ¼	19	28	3	159.65
E. ½ of	15	28	2	320	S. ½ of	25	"	"	320.00
All of	17	"	"	640	S. E. ¼ & S. ½ of S. W. ¼	31	"	"	239.30
W. ½ of	19	"	"	305.76	N. W. ¼ & S. ½ of S. E. ¼	35	"	"	240
All of	27	"	"	640	All of	35	"	"	640
W. ½ of S. W. ¼	31	"	"	71.82					
N. ½ of	35	"	"	320	Total acres in Cedar Co				11,500.82
S. E. ¼	11	28	3	160					
N. ½ and S. E. ¼	17	"	"	480					

46 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Wayne County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	1	25	1 E	640.40	N. E. ¼	23	25	1 E.	160
All of	3	"	"	646.60	All of	25	"	"	640
E. ½ of S. E. ¼, & W. ½ of S. W. ¼	5	"	"	160	E. ½ of S. E. ¼, S. W. ¼ of S. E. ¼, S. ½ of S. W. ¼ & N. W. ¼ of N. W. ¼	27	"	"	240
All of	7	"	"	622.28	S. E. ¼ of S. E. ¼, W. ½ of S. W. ¼ and W. ½ of N. W. ¼	31	"	"	159.40
E. ½ & S. W. ¼	9	"	"	480	N. E. ¼, N. ½ of S. E. ¼, E. ½ of S. W. ¼	33	"	"	160
N. E. ¼, N. E. ¼ of S. E. ¼, E. ½ of S. W. ¼, & E. ½ of N. W. ¼	11	"	"	360	S. ½ of	35	"	"	320
N. E. ¼ and S. W. ¼	13	"	"	320	E. ½ of N. E. ¼ & N. W. ¼ of N. E. ¼	1	26	1	120.15
W. ½ of N. E. ¼, W. ½ of S. E. ¼ & W. ¼	15	"	"	480	S. ½ of	3	"	"	320
S. ½ of	17	"	"	320					
N. E. ¼	19	"	"	160					
N. E. ¼	21	"	"	160	Forward				6,468.83

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

	Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
47	Carried forward	....	....	....	6,468.83	E. ½ and N. W. ¼	9	27	1	480
	E. ½ and N. W. ¼	9	26	1	480	S. E. ¼	11	"	"	160
	S. ½ of	11	"	"	320	N. ½ of S. E. ¼	13	"	"	80
	N. W. ¼	15	"	"	160	W. ½ and S. E. ¼	17	"	"	480
	N. E. ¼	21	"	"	160	W. ½ and N. E. ¼	21	"	"	480
	W. ½ and N. E. ¼	23	"	"	480	W. ½ of S. E. ¼, & N. E. ¼ of S. E. ¼	21	"	"	120
	W. ½ and N. E. ¼	27	"	"	480	W. ½ and S. E. ¼	23	"	"	480
	S. E. ¼	29	"	"	160	S. ½ of N. W. ¼	27	"	"	80
	W. ½ and S. E. ¼	31	"	"	459 24	E. ½ of	29	"	"	320
	E. ½ of	33	"	"	320	W. ½ of S. E. ¼, S. W. ¼ & S. ½ of N. W. ¼	31	"	"	302.45
	S. ½ of	35	"	"	320	W. ½ of	33	"	"	320
	N. ½ of S. W. ¼	1	27	1	80					
	N. E. ¼ and S. W. ¼	3	"	"	320.44					
	S. ½ of	5	"	"	320					
	W. ½ and S. E. ¼	7	"	"	445.40	Forward	....	....	....	14,276.36
48	Carried forward	....	....	....	14,276.36	S. ½ of	33	25	2	320
	W. ½ of N. E. ¼, & S. E. ¼ of N. E. ¼	35	27	1	120	N. W. ¼	35	"	"	160
	W. ½ of S. W. ¼, & S. E. ¼ of N. W. ¼	35	"	"	120	W. ½ of	7	26	2	320
	N. W. ¼ of S. E. ¼ & N. W. ¼	5	25	2	202.20	W. ½ of	11	"	"	320
	W. ½ of S. W. ¼ & N. E. ¼ of S. W. ¼	5	"	"	120	E. ½ of S. W. ¼	17	"	"	80
	W. ½ of S. E. ¼ and W. ½	7	"	"	395	N. W. ¼ and N. E. ¼ of S. W. ¼	19	"	"	196.43
	E. ½ of N. W. ¼	9	"	"	80	S. ½ of	21	"	"	320
	N. W. ¼	17	"	"	160	N. E. ¼	35	"	"	160
	All of	19	"	"	640.52	N. ½ of S. W. ¼	3	27	2	80
	W. ½ of N. W. ¼	23	"	"	80	N. ½ of	5	"	"	320.52
	S. E. ¼ & E. ½ of N. W. ¼	27	"	"	240	S. E. ¼ of S. W. ¼	7	"	"	40
	W. ½ of N. E. ¼, W. ½ of S. E. ¼, and W. ½	29	"	"	480	N. ½ of S. W. ¼	11	"	"	80
	All of	31	"	"	640.52	E. ½ of N. E. ¼ & N. W. ¼ of N. E. ¼	15	"	"	120
						Forward	....	....	....	20,060.55
49	Bro't over	....	....	....	20,060.55	All of	3	27	3	638.04
	S. ½ of S. E. ¼	17	27	2	80	W. ½ of	7	"	"	318.32
	N. ½ of N. E. ¼	19	"	"	80	W. ½ of N. E. ¼ & N. W. ¼	11	"	"	240
	S. ½ of N. W. ¼ & W. ½ of S. W. ¼	1	26	3	160	E. ½ of N. E. ¼ & W. ½ of S. E. ¼	33	"	"	160
	S. E. ¼	5	"	"	160	S. ½ of S. E. ¼	35	"	"	80
	N. ½ of	11	"	"	320					
	N. E. ¼	17	"	"	160	Total acres in Wayne County	....	....	....	22,729.63
	N. ½ of N. E. ¼, N. ½ of N. W. ¼	1	27	3	158.52					
	E. ½ of S. W. ¼ & N. W. ¼ of S. W. ¼	1	"	"	120					

50 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Pierce County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	1	25	1	639.40	N. ½ of	1	26	1	320
N. W. ¼	3	"	"	160.41	N. W. ¼	3	"	"	160.90
All of	11	"	"	640	E. ½ and N. W. ¼	5	"	"	481.08
E. ½ & N. W. ¼	13	"	"	480	N. W. ¼ of N. W. ¼	7	"	"	39.68
E. ½, S. W. ¼ & N. W. ¼ of S. W. ¼	13	"	"	180	All of	13	"	"	640
All of	15	"	"	640	N. ½ & W. ½ of S. W. ¼	13	"	"	400
N. ½ and S. W. ¼	23	"	"	480	W. ½ of N. E. ¼ and N. W. ¼	23	"	"	240
All of	25	"	"	640	N. ½ of N. W. ¼, S. E. ¼ of N. W. ¼, N. E. ¼ of S. W. ¼	25	"	"	160
N. E. ¼, W. ½ of S. E. ¼, N. E. ¼ of S. W. ¼	27	"	"	280	S. ½ of N. E. ¼	29	"	"	80
S. ½ of N. E. ¼, N. E. ¼ of N. E. ¼, S. E. ¼, & S. ½ of S. W. ¼	35	"	"	360	S. ½ and N. E. ¼	7	27	1	472.48
					Forward	....	....	....	7,439.36

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
51 Bro't forward	....	....	....	7,439.38	All of	31	25	2	636
S. ½ of	21	27	1	320	S. ½ of	33	"	"	320
S. E. ¼	29	"	"	160	W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	35	"	"	120
S. ½ of S. W. ¼	31	"	"	81.36	N. E. ¼	3	26	2	159.41
W. ½ of	33	"	"	320	S. W. ¼	17	"	"	160
S. E. ¼ of S. W. ¼, & N. W. ¼ of N. W. ¼	35	"	"	80	W. ½ of	31	"	"	311.92
S. ½ of N. E. ¼ & S. E. ¼ W. ½ of N. E. ¼, E. ½ of S. W. ¼, W. ½ of S. E. ¼, & S. E. ¼ of S. E. ¼	3	25	2	240	W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼, & W. ½ of N. W. ¼	31	27	2	179.08
	11	"	"	280	N. ½ and S. W. ¼ of S. W. ¼	1	28	2	379.33
S. W. ¼ of N. E. ¼	15	"	"	40	S. E. ¼	3	"	"	160
All of	19	"	"	635.72	N. E. ¼	9	"	"	160
N. ½ of	21	"	"	320	W. ½, N. E. ¼, & W. ½ of S. E. ¼	21	"	"	160
S. E. ¼, N. ½ of N. W. ¼, S. ½ of S. W. ¼, & N. E. ¼ of S. W. ¼	23	"	"	360	N. E. ¼ & E. ½ of N. W. ¼	25	"	"	240
S. W. ¼	25	"	"	160	W. ½ of S. E. ¼, & W. ½ of N. W. ¼	35	"	"	160
N. ½ of N. E. ¼, S. W. ¼ of N. E. ¼, N. W. ¼ of S. E. ¼ and W. ½	29	"	"	480	Total acres in Pierce Co	....	....	....	14,062.20

52 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Stanton County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of sections.	S.	T.	R.	Acres.
S. E. ¼ of N. E. ¼	1	22	1	40	E. ½ of	29	24	1	320
S. W. ¼ of N. W. ¼	17	23	1	40	S. W. ¼ & N. W. ¼ of N. W. ¼	33	"	"	200
S. E. ¼	31	"	"	160	N. W. ¼ of S. E. ¼	17	23	3	40
N. E. ¼	33	"	"	160	N. E. ¼ of N. E. ¼	27	"	"	40
N. W. ¼ of N. E. ¼	35	"	"	40	N. E. ¼	11	21	2	160
All of	1	24	1	634.04	W. ½ of N. W. ¼	31	"	"	64.87
S. ½ of N. E. ¼ and N. W. ¼	11	"	"	240	Total acres in Stanton Co	....	....	....	3,178.91
S. E. ¼	17	"	"	160					
S. ½ of S. E. ¼, S. W. ¼, and W. ½ of N. W. ¼	21	"	"	320	*In Cuming County.*				
E. ½ of N. E. ¼, N. W. ¼ of N. E. ¼, S. E. ¼, N. W. ¼ of S. W. ¼, N. ½ of N. W. ¼, & S. W. ¼ of N. W. ¼	23	"	"	440	S. E. ¼ of N. W. ¼	19	23	5	40
S. E. ¼ of N. E. ¼, and W. ½ of N. W. ¼	27	"	"	120	Lots 1 & 2	11	24	5	21.36

53 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Madison County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
N. ½ of S. W. ¼	1	22	1	80	E. ½ of	27	22	1	320
S. W. ¼, N. ½ of N. E. ¼, & S. ½ of S. E. ¼	3	"	"	319.51	N. E. ¼	35	"	"	160
All of	5	"	"	638.68	S. ½ of S. W. ¼	3	23	1	80
All of	7	"	"	640.80	S. E. ¼ of N. W. ¼, & S. E. ¼ of S. E. ¼	5	"	"	80
All of	9	"	"	640	N. ½ of	7	"	"	314.92
S. ½ of	11	"	"	320	All of	9	"	"	640
S. W. ¼	13	"	"	160	N. E. ¼ of N. W. ¼	13	"	"	40
All of	15	"	"	640	S. ½ of	15	"	"	320
All of	17	"	"	640	S. W. ¼	17	"	"	160
N. W. ¼	21	"	"	160	Forward	....	....	....	7,153.91
N. ½ and S. W. ¼	23	"	"	480					
W. ½ of	25	"	"	320					

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
54 Bro't forward	...	...	...	7, 153. 91
All of	19	23	1	632. 08
E. ½ of	21	"	"	320
E. ½ of N. W. ¼, & E. ½ of S. W. ¼	21	"	"	160
All of	23	"	"	640
S. ½ of S. W. ¼, & N. ½ of N. W. ¼	25	"	"	160
N. ½ of N. E. ¼, N. E. ¼ of N. W. ¼, S. ½ of S. E. ¼, & S. ½ of S. W. ¼	27	"	"	280
W. ½ of	29	"	"	320
N. E. ¼, S. ½, & S. ½ of N. W. ¼	31	"	"	552. 04
All of	33	"	"	640
E. ½ of N. E. ¼, & S. ½ of N. W. ¼	35	"	"	160
E. ½ and N. W. ¼	1	24	1	479. 42

Parts of section.	S.	T.	R.	Acres.
N. W. ¼ of N. E. ¼, S. E. ¼, E. ½ of S. W. ¼, & N. W. ¼ of S. W. ¼	5	24	1	321. 19
W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼, and W. ½	7	"	"	432. 98
S. ½ of N. W. ¼	9	"	"	80
N. ½ of N. E. ¼, & S. ½ of S. E. ¼	13	"	"	160
S. W. ¼	17	"	"	160
E. ½ of N. E. ¼	19	"	"	80
S. E. ¼ of S. W. ¼, & N. W. ¼ of S. W. ¼	21	"	"	80
N. E. ¼ of N. E. ¼	25	"	"	40
W. ½ and S. E. ¼	3	21	2	477. 79
E. ½ of	5	"	"	317. 80
E. ½ of	7	"	"	320
N. E. ¼	9	"	"	160
Forward	...	...	...	14, 127. 15

Bro't forward	...	...	...	14, 127. 15
S. ½ of	11	21	2	320
W. ½ of N. W. ¼	13	"	"	80
N. W. ¼	19	"	"	163. 40
N. E. ¼	21	"	"	160
S. E. ¼ and E. ½ of N. W. ¼	27	"	"	240
W. ½ and S. E. ¼	31	"	"	484
N. E. ¼, W. ½, S. E. ¼, and W. ½	1	22	2	559. 60
N. E. ¼, N. ½ of S. E. ¼, & E. ½ of N. W. ¼	3	"	"	318. 61
S. ½ of	15	"	"	320
S. ½ of	19	"	"	319. 85
N. ½ of N. E. ¼, & W. ½ of S. W. ¼	21	"	"	160
E. ½ and N. ½ of N. W. ¼	23	"	"	400

W. ½ and S. E. ¼	29	22	2	480
All of	33	"	"	640
W. ½ of N. W. ¼, & S. E. ¼ of N. W. ¼	35	"	"	120
S. ½ of	1	23	2	320
N. ½ of S. E. ¼	3	"	"	80
N. E. ¼	5	"	"	160. 42
S. ½ of N. E. ¼ and S. ½	7	"	"	399. 75
S. E. ¼ of N. E. ¼ and S. ½	9	"	"	360
E. ½ of	11	"	"	320
W. ½ and S. E. ¼	15	"	"	480
All of	17	"	"	640
W. ½ and S. E. ¼	19	"	"	476. 58
All of	21	"	"	640
Forward	...	...	...	23, 769. 36

Bro't forward	...	...	...	22, 769. 36
All of	23	23	2	640
All of	25	"	"	640
N. E. ¼	27	"	"	160
All of	29	"	"	640
S. E. ¼	31	"	"	160
N. ½ of S. W. ¼	31	"	"	78. 30
All of	33	"	"	640
N. E. ¼	35	"	"	160
E. ½ of N. E. ¼, N. W. ¼ of N. E. ¼	1	24	2	131. 97
W. ½ of N. W. ¼, N. W. ¼ of S. W. ¼	1	"	"	123. 67
N. ½ of S. E. ¼, & S. E. ¼ of S. E. ¼	1	"	"	120
N. W. ¼ of S. E. ¼, N. ½ of S. W. ¼, N. W. ¼	3	"	"	281. 25
W. ½ of N. E. ¼, & N. E. ¼ of N. E. ¼	3	"	"	122. 79

All of	5	24	2	642. 98
All of	7	"	"	634. 16
All of	9	"	"	640
S. ½ of S. E. ¼, & S. ½ of S. W. ¼	11	"	"	160
E. ½ of N. E. ¼, E. ½ of S. E. ¼	13	"	"	160
All of	15	"	"	640
All of	17	"	"	640
N. E. ¼ and N. ½ of N. W. ¼	19	"	"	239. 24
N. W. ¼ of S. E. ¼	27	"	"	40
S. E. ¼ of S. W. ¼ and N. W. ¼	35	"	"	200
All of	1	21	3	640
All of	3	"	"	637. 20
All of	5	"	"	635. 80
Forward	...	...	...	32, 576. 12

Bro't forward	...	...	...	32, 576. 02
All of	7	21	3	638. 24
All of	9	"	"	640
All of	11	"	"	640
N. ½ of N. E. ¼, S. ½ of S. E. ¼, and S. ½ of S. W. ¼	13	"	"	240
W. ½ and S. E. ¼	15	"	"	480
All of	17	"	"	640
All of	19	"	"	642. 56
All of	21	"	"	640
E. ½ of	23	"	"	320
S. E. ¼	25	"	"	160
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	641. 40

All of	33	21	3	640
N. ½ and S. W. ¼	35	"	"	480
N. ½ and S. E. ¼	3	22	3	477. 20
E. ½ and S. W. ¼	5	"	"	477. 20
N. E. ¼	7	"	"	160
N. ½ of S. E. ¼, N. ½ of S. W. ¼ & N. ½	9	"	"	480
N. ½ of	11	"	"	320
S. W. ¼ of S. W. ¼	15	"	"	40
S. ½ of N. W. ¼ and S. ½	17	"	"	400
All of	19	"	"	641. 12
N. ½ of N. E. ¼, S. ½ of S. E. ¼ and N. W. ¼	21	"	"	320
Forward	...	...	...	43, 973. 94

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
58 Bro't forward	....	....	....	43,973.84
All of	23	22	3	640
N. W. ¼	25	"	"	160
S. ½ of	27	"	"	320
N. W. ¼ and S. E. ¼	29	"	"	320
All of	31	"	"	636.80
All of	33	"	"	640
All of	35	"	"	640
E. ½ of S. E. ¼	7	23	3	80
W. ½ and S. ½ of S. E. ¼	9	"	"	400
E. ½ and S. W. ¼	13	"	"	480
S. W. ¼ of N. E. ¼, W. ½ of S. E. ¼, S. E. ¼ of S. E. ¼, and W. ½	15	"	"	480
All of	17	"	"	640
All of	21	"	"	640
59 Bro't forward	....	....	....	54,378.98
W. ½ of S. E. ¼	3	24	3	80
All of	5	"	"	638.88
All of	7	"	"	636.80
E. ½ of	9	"	"	320
S. W. ¼	11	"	"	160
E. ½ of N. E. ¼, E. ½ of S. E. ¼, & W. ½	13	"	"	480
E. ½, N. W. ¼, & W. ½ of S. W. ¼	15	"	"	560
S. ½ of	17	"	"	320
N. ½ of N. W. ¼	21	"	"	80
N. W. ¼ of S. E. ¼	23	"	"	40
S. ½ of S. E. ¼	33	"	"	80
S. ½ of N. E. ¼, S. E. ¼, & S. ½ of N. W. ¼	35	"	"	320
60 Bro't forward	....	....	....	64,207.50
All of	23	21	4	640
All of	25	"	"	640
N. ½ and S. E. ¼	27	"	"	480
N. ½ of S. W. ¼	27	"	"	80
E. ½ of N. E. ¼, W. ½ of N. W. ¼	29	"	"	160
& W. ½ of S. W. ¼	29	"	"	80
All of	31	"	"	637.50
S. W. ¼	33	"	"	160
N. E. ¼, N. E. ¼ of S. W. ¼, E. ½ of N. W. ¼, & N. W. ¼ of N. W. ¼	35	"	"	320
All of	1	22	4	639.60
N. ½ and S. W. ¼	3	"	"	482.60
All of	5	"	"	645.04
All of	7	"	"	625.36
61 Bro't forward	....	....	....	74,623.60
All of	29	22	4	640
All of	31	"	"	627.64
All of	33	"	"	640
All of	35	"	"	640
S. W. ¼ of S. W. ¼	1	23	4	40
W. ½ and S. E. ¼	3	"	"	479.99
All of	5	"	"	639.38
E. ½, S. W. ¼, & E. ½ of N. W. ¼	7	"	"	553.80
W. ½ and S. E. ¼	9	"	"	480
E. ½ of	11	"	"	320
E. ½ and S. W. ¼	13	"	"	480
E. ½ of S. E. ¼, S. W. ¼ of S. E. ¼, W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼, W. ½ of N. W. ¼	15	"	"	320
All of	17	"	"	640
E. ½ of S. E. ¼	19	"	"	80
N. W. ¼ & N. W. ¼ of S. W. ¼	21	"	"	200
N. W. ¼, E. ½ of S. W. ¼, and S. W. ¼ of S. W. ¼	23	23	3	280
N. E. ¼, E. ½ of N. W. ¼, and S. W. ¼ of N. W. ¼	25	"	"	280
N. ½, N. ½ of S. W. ¼, S. W. ¼ of S. W. ¼, & N. W. ¼ of S. E. ¼	27	"	"	480
All of	29	"	"	640
All of	31	"	"	649.92
All of	33	"	"	640
S. ½ of N. W. ¼ and S. W. ¼	35	"	"	240
All of	1	24	3	638.84
N. ½ and S. W. ¼	3	"	"	479.58
Forward	....	....	....	54,378.98
All of	1	21	4	640.40
All of	3	"	"	638.84
All of	5	"	"	640.12
All of	7	"	"	633.48
All of	9	"	"	640
All of	11	"	"	640
E. ½, E. ½ of S. W. ¼, S. W. ¼ of S. W. ¼, & S. ½ of N. W. ¼	13	"	"	520
W. ½ & S. E. ¼	15	"	"	480
All of	17	"	"	640
All of	21	"	"	640
Forward	....	....	....	64,207.50
All of	9	22	4	640
S. ½ of	11	"	"	320
E. ½ of S. W. ¼, & S. W. ¼ of S. W. ¼	13	"	"	120
N. ½ of N. E. ¼, S. ½ of S. E. ¼ & W. ½	15	"	"	480
All of	17	"	"	640
All of	19	"	"	426
All of	21	"	"	640
S. ½ of N. E. ¼, N. E. ¼ of N. E. ¼, S. E. ¼, S. ½ of S. W. ¼, & N. W. ¼ of N. W. ¼	23	"	"	400
All of	25	"	"	640
W. ½ of	27	"	"	320
Forward	....	....	....	74,623.60
All of	23	23	4	640
All of	25	"	"	640
N. E. ¼, S. ½ of S. W. ¼	27	"	"	240
S. ½ of N. E. ¼, N. W. ¼ of N. E. ¼ & W. ½	29	"	"	440
All of	31	"	"	630.36
All of	33	"	"	640
All of	35	"	"	640
All of	1	24	4	638.56
E. ½, E. ½ of N. W. ¼, N. W. ¼ of N. W. ¼	3	"	"	435.84
All of	5	"	"	629.98
W. ½ of N. E. ¼ & N. W. ¼	9	"	"	240
N. ½ & N. ½ of S. E. ¼	11	"	"	400
N. E. ¼	13	"	"	160
N. E. ¼ of N. E. ¼	15	"	"	40
S. E. ¼	27	"	"	160
Total acres in Madison Co	....	....	....	87,979.15

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EXHIBIT D.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Platte County, Nebraska.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
N. E. ¼	3	20	1	156.48	N. ½ of	5	19	3	325.12
W. ½ of S. W. ¼ & W. ½ of N. W. ¼	3	"	"	158.03	N. ½ of	7	"	"	312.86
N. ½ of N. E. ¼, S. ½ of S. E. ¼ & N. W. ¼	9	"	"	320	All of	1	20	3	611.76
N. ½ of S. E. ¼, N. ½ of S. W. ¼	11	"	"	160	All of	3	"	"	633.96
N. W. ¼ of N. W. ¼	11	"	"	40	All of	5	"	"	601.64
W. ½ of	1	20	2	307	N. ½ of	7	"	"	310.95
All of	3	"	"	611.54	All of	9	"	"	640
All of	7	"	"	634.20	All of	11	"	"	640
All of	9	"	"	640	All of	13	"	"	640
All of	11	"	"	640	All of	15	"	"	640
All of	19	"	"	628.36	E. ½ of	17	"	"	320
					Forward				9,948.02

63 Brought forward				9,948.02	All of	7	19	4	625.60
S. W. ¼ of N. W. ¼, & W. ½ of S. W. ¼	19	20	3	106.24	All of	9	"	"	640
N. ½, S. W. ¼, & W. ½ of S. E. ¼	21	"	"	560	S. W. ¼	11	"	"	160
All of	23	"	"	640	N. ½ and S. W. ¼	15	"	"	480
N. ½ of	25	"	"	320	All of	17	"	"	640
N. E. ¼ and E. ½ of S. E. ¼	27	"	"	240	All of	19	"	"	634.54
S. ½ of N. W. ¼ & N. W. ¼ of S. W. ¼	29	"	"	120	N. ½ of	21	"	"	320
All of	31	"	"	622.84	N. W. ¼	29	"	"	160
N. E. ¼ of N. E. ¼ & S. ½ of S. W. ¼	33	"	"	120	N. E. ¼, N. ½ of S. E. ¼, S. E. ¼ of S. E. ¼, & N. E. ¼ of S. W. ¼	1	"	"	305.01
N. W. ¼	35	"	"	160	S. ½ of	3	"	"	320
All of	1	19	4	645.60	All of	5	"	"	619.12
All of	3	"	"	657.28	N. ½ of N. E. ¼, S. W. ¼ of N. E. ¼, S. ½ and N. W. ¼	7	"	"	378.08
All of	5	"	"	654.32	Forward				20,276.65

64 Brought forward				20,276.65	All of	25	20	4	640
All of	9	20	4	640	All of	27	"	"	640
S. ½ of S. W. ¼ & N. ½ of N. W. ¼	11	"	"	160	All of	29	"	"	640
S. W. ¼ of N. E. ¼ & S. W. ¼	13	"	"	200	All of	31	"	"	615.76
All of	15	"	"	640	All of	33	"	"	640
All of	17	"	"	640	All of	35	"	"	640
All of	19	"	"	617	Total acres in Platte Co.				28,289.41
All of	21	"	"	640					
All of	23	"	"	640					

65 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Antelope County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
N. W. ¼	5	23	5	160.55	All of	23	23	5	640
W. ½ of	7	"	"	314.64	All of	25	"	"	640
E. ½ of	9	"	"	320	All of	27	"	"	640
E. ½ & N. W. ¼	11	"	"	480	All of	29	"	"	640
All of	13	"	"	640	All of	31	"	"	636.12
N. ½ of N. E. ¼	15	"	"	80	All of	33	"	"	640
All of	17	"	"	640	All of	35	"	"	640
All of	19	"	"	634.64	N. ½ of N. W. ¼	1	24	5	74.56
N. ½ of N. E. ¼	21	"	"	80	W. ½ of	19	"	"	302.48
N. ½ of N. W. ¼, S. W. ¼ of N. W. ¼	21	"	"	120	N. W. ¼ of N. W. ¼	21	"	"	40
W. ½ of S. W. ¼	21	"	"	80	Forward				8,442.99

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
66 Brought forward	....	....	....	8,442.99
All of	31	24	5	627.92
N. ½ and S. E. ¼	33	"	"	480
All of	35	"	"	640
All of	1	25	5	641.80
All of	3	"	"	640.84
All of	5	"	"	633.44
N. ½ of N. E. ¼, S. ½ of S. E. ¼	7	"	"	160
W. ½ of	7	"	"	311.36
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
N. ½ of	15	"	"	320
S. ½ of N. E. ¼, W. ½ of N. W. ¼	17	"	"	160
N. E. ¼ of S. E. ¼, S. W. ¼ of S. E. ¼	17	"	"	80
W. ½ of S. W. ¼ & S. E. ¼ of S. W. ¼	17	25	5	120
All of	19	"	"	638
E. ½ of	21			320
N. ½ of N. W. ¼ & E. ½	23	"	"	400
N. ½ of N. W. ¼ & S. E. ¼ of N. W. ¼	25	"	"	120
All of	27	"	"	640
All of	29	"	"	640
S. E. ¼	31	"	"	160
N. ½ of N. E. ¼ & S. ½ of S. E. ¼	35	"	"	160
All of	1	23	6	640.40
E. ½ and S. W. ¼	5	"	"	480.37
All of	7	"	"	604.92
Forward	....	....	....	19,982.04

Parts of section.	S.	T.	R.	Acres.
67 Brought forward	....	....	....	19,982.04
N. E. ¼, E. ½ of S. E. ¼	11	23	6	240
S. W. ¼ of S. E. ¼, S. ½ of S. W. ¼	11	"	"	120
S. E. ¼ of N. W. ¼	11	"	"	40
All of	13	"	"	640
E. ½ and S. W. ¼	15	"	"	480
N. ½ and S. W. ¼	17	"	"	480
All of	19	"	"	609.32
S. ½ of	21	"	"	320
All of	33	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	614.40
All of	33	"	"	640
All of	35	23	6	640
S. ½, N. E. ¼, & S. ½ of N. W. ¼	3	24	6	569.66
All of	5	"	"	661.44
All of	7	"	"	610.24
All of	9	"	"	640
All of	17	"	"	640
W. ½ & N. E. ¼	19	"	"	450.32
N. ½ of	21	"	"	320
W. ½ of N. E. ¼ & W. ½ of S. E. ¼	23	"	"	160
E. ½ of	25	"	"	320
N. ½ of	29	"	"	320
Forward	....	....	....	32,057.42

Parts of section.	S.	T.	R.	Acres.
68 Brought forward	....	....	....	32,057.42
E. ½ and N. W. ¼	31	24	6	467.31
N. ½ of	33	24	6	320
N. ½ of S. E. ¼ & N. ½ of S. W. ¼	33	"	"	160
S. ½ of N. E. ¼, S. E. ¼	35	"	"	240
S. E. ¼ of N. W. ¼	35	"	"	40
All of	1	25	6	637.88
All of	3	"	"	638.48
All of	5	"	"	633.52
E. ½ of	7	"	"	320
S. W. ¼	9	"	"	160
All of	11	"	"	640
N. E. ¼ of	13	"	"	160
N. E. ¼	15	"	"	160
N. E. ¼	17	25	6	160
S. W. ¼	19	"	"	166.78
All of	23	"	"	640
All of	25	"	"	640
All of	31	"	"	646.40
E. ½ of N. E. ¼	35	"	"	80
All of	1	23	7	640.76
All of	3	"	"	641.02
All of	5	"	"	635.52
All of	7	"	"	630.38
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
Forward	....	....	....	43,425.47

Parts of section.	S.	T.	R.	Acres.
69 Brought forward	....	....	....	43,425.47
All of	15	23	7	640
All of	17	"	"	640
All of	19	"	"	624.80
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	628.92
All of	33	"	"	640
All of	35	"	"	640
N. W. ¼, S. ½ of N. E. ¼, & N. E. ¼ of N. E. ¼	1	25	7	274
N. E. ¼ of S. E. ¼	1	"	"	40
N. E. ¼ of N. E. ¼	5	"	"	39.53
S. E. ¼	7	25	7	160
S. ½ and S. W. ¼ of N. W. ¼	9	"	"	360
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	639.36
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	640.56
All of	33	"	"	640
All of	35	"	"	640
Total acres in Antelope Co.	....	....	....	58,352.64

EXHIBIT E.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Boone County, Nebraska.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	5	18	5	640	All of	25	19	5	640
All of	7	"	"	638. 04	All of	29	"	"	640
All of	1	19	5	644. 16	All of	31	"	"	636. 72
E. ½ and S. W. ¼	3	"	"	484. 10	S. ½ of	33	"	"	320
E. ½ of N. W. ¼	3	"	"	81. 53	N. E. ¼ and E. ½ of N. W. ¼	35	"	"	240
E. ½ of	5	"	"	320. 99	All of	1	20	5	638. 44
W. ½ of S. W. ¼	7	"	"	66. 69	All of	3	"	"	638. 44
W. ½ of	9	"	"	320	All of	5	"	"	631. 60
All of	11	"	"	640	All of	7	"	"	615. 12
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	640	All of	11	"	"	640
All of	19	"	"	617. 52	All of	13	"	"	640
S. W. ¼	21	"	"	160					
All of	23	"	"	640	Forward				13, 416. 85

71 Brought forward				13, 416. 85	All of	9	21	5	640
All of	15	20	5	640	N. ½ & S. E. ¼	11	"	"	480
All of	17	"	"	640	E. ½ of S. W. ¼ and N. W. ¼ of S. W. ¼	11	"	"	120
All of	19	"	"	615. 28	N. ½ of N. W. ¼, & S. ½ of S. W. ¼	13	"	"	160
All of	21	"	"	640	N. ½ of N. E. ¼, S. W. ¼ of N. E. ¼	15	"	"	120
All of	23	"	"	640	W. ½ & S. E. ¼	15	"	"	480
All of	25	"	"	640	All of	17	"	"	640
All of	27	"	"	640	All of	19	"	"	641. 94
W. ½ of S. E. ¼, S. W. ¼, and N. ½	29	"	"	560	All of	21	"	"	640
N. ½ of S. E. ¼, N. ½ of S. W. ¼, and N. ½	31	"	"	402. 86	All of	23	"	"	640
E. ½ and S. W. ¼	33	"	"	480	All of	25	"	"	640
All of	35	"	"	640	All of	27	"	"	640
All of	1	21	5	642. 88					
All of	3	"	"	645. 64					
All of	5	"	"	642. 92	Forward				28, 627. 31
All of	7	"	"	639. 64					

72 Brought forward				28, 627. 31	All of	23	22	5	640
All of	29	21	5	640	All of	25	"	"	640
All of	31	"	"	641. 60	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	640. 48
All of	1	22	5	642. 80	All of	33	"	"	640
All of	3	"	"	645. 80	All of	35	"	"	640
All of	5	"	"	647	All of	1	18	6	640
All of	7	"	"	648. 68	All of	3	"	"	640
All of	9	"	"	640.	All of	5	"	"	640
All of	11	"	"	640	All of	7	"	"	645
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	640	All of	11	"	"	640
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	649. 04					
All of	21	"	"	640	Forward				47, 027. 71

73 Brought forward				47, 027. 71	All of	13	19	6	640
All of	15	18	6	640	All of	15	"	"	640
All of	17	"	"	640	All of	17	"	"	640
All of	19	"	"	649. 88	All of	19	"	"	633. 04
All of	21	"	"	600	All of	21	"	"	640
All of	23	"	"	607. 92	All of	23	"	"	640
Lots No. 1 & 2	29	"	"	14. 43	All of	25	"	"	640
N. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	1	19	6	119. 80	All of	27	"	"	640
E. ½ of S. E. ¼, S. W. ¼ of S. E. ¼	1	"	"	120	All of	29	"	"	640
S. ½ of S. W. ¼	1	"	"	80	All of	31	"	"	627. 88
All of	3	"	"	639. 60	All of	33	"	"	640
All of	5	"	"	640. 56	All of	35	"	"	640
All of	7	"	"	621. 68	All of	1	20	6	640. 08
All of	9	"	"	640	All of	3	"	"	638. 92
All of	11	"	"	640					
					Forward				52, 434. 48

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
74 Brought forward				62,434.48	All of	29	20	6	640
All of	5	20	6	668.64	All of	31	"	"	618.72
All of	9	"	"	640	All of	33	"	"	640
All of	11	"	"	640	SW. ¼ of	35	"	"	160
All of	13	"	"	640	All of	1	21	6	641.48
N. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	15	"	"	120	All of	3	"	"	643.96
N. E. ¼ of S. E. ¼	15	"	"	40	All of	5	"	"	641.12
S. ½ of S. E. ¼, W. ½ of N. W. ¼	19	"	"	147.58	All of	7	"	"	634.72
S. ½ of S. W. ¼, & N. W. ¼ of S. W. ¼	19	"	"	108.02	All of	9	"	"	640
N. W. ¼	21	"	"	160	All of	11	"	"	640
N. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	23	"	"	120	All of	13	"	"	640
N. E. ¼ of S. E. ¼	23	"	"	40	All of	15	"	"	640
S. ½ of S. W. ¼, E. ½ of N. W ¼ & E½	25	"	"	480	All of	17	"	"	640
S. W. ¼	27	"	"	160	All of	19	"	"	637.28
					All of	21	"	"	640
					All of	23	"	"	640
					Forward				76,036.00
75 Brought forward				76,036.00	All of	19	22	6	623.60
All of	25	21	6	640	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	640	All of	25	"	"	640
All of	31	"	"	640.04	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	633.36
All of	1	22	6	640	All of	33	"	"	640
All of	3	"	"	642.04	All of	35	"	"	640
All of	5	"	"	639.40	All of	1	18	7	640
All of	7	"	"	619.68	All of	3	"	"	640
All of	9	"	"	640	All of	5	"	"	640
All of	11	"	"	640	All of	7	"	"	628.80
All of	13	"	"	640	All of				
All of	15	"	"	640					
All of	17	"	"	640	Forward				93,902.92
76 Brought forward				93,902.92	All of	5	19	7	640.24
All of	9	18	7	640	All of	7	"	"	626.52
All of	11	"	"	640	All of	9	"	"	640
All of	13	"	"	640	All of	11	"	"	640
All of	15	"	"	640	All of	13	"	"	640
All of	17	"	"	640	All of	15	"	"	640
All of	19	"	"	629.12	All of	17	"	"	640
All of	21	"	"	640	All of	19	"	"	628
All of	23	"	"	640	All of	21	"	"	640
All of	25	"	"	613.80	All of	23	"	"	640
All of	27	"	"	640	All of	25	"	"	640
All of	29	"	"	640	All of	27	"	"	640
All of	31	"	"	628.71	All of	29	"	"	640
All of	33	"	"	635.44	All of	31	"	"	629.36
All of	1	19	7	640					
All of	3	"	"	641.20	Forward				112,375.31
77 Bro't forward				112,375.31	All of	27	20	7	640
All of	33	19	7	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	622.80
E. ½ of N. E. ¼	1	20	7	87.61	All of	33	"	"	640
All of	3	"	"	678.58	All of	35	"	"	640
All of	5	"	"	674.14	All of	1	21	7	640.38
All of	7	"	"	623.20	All of	3	"	"	636.84
All of	9	"	"	640	All of	5	"	"	641.52
All of	11	"	"	640	All of	7	"	"	629.44
S. W. ¼	13	"	"	160	All of	9	"	"	640
All of	15	"	"	640	E. ½ of S. E. ¼, E. ½ of S. W. ¼ & N. ½	11	"	"	480
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	622	All of	15	"	"	640
All of	21	"	"	640					
All of	23	"	"	640					
All of	25	"	"	640	Forward				129,111.82

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
78 Brought forward	....	....	....	129,111.82	All of	11	22	7	640
All of	17	21	7	640	All of	13	"	"	640
All of	19	"	"	637.40	All of	15	"	"	640
All of	21	"	"	640	All of	17	"	"	640
All of	23	"	"	640	All of	19	"	"	628.62
All of	25	"	"	640	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	640	All of	25	"	"	640
All of	31	"	"	639.60	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
W. ½ of	35	"	"	320	All of	31	"	"	624.52
All of	1	22	7	639.90	All of	33	"	"	640
All of	3	"	"	638.78	All of	35	"	"	640
All of	5	"	"	640.40	All of	7	16	8	414.94
All of	7	"	"	638.80					
All of	9	"	"	640	Forward	....	....	....	147,085.78
79 Brought forward	....	....	....	147,085.78	All of	21	18	8	640
All of	19	16	8	405.64	All of	23	"	"	640
All of	31	"	"	395.60	All of	25	"	"	640
All of	7	17	8	577	All of	27	"	"	640
All of	19	"	"	597.60	All of	29	"	"	640
All of	31	"	"	594.28	All of	31	"	"	641.42
All of	1	18	8	640	All of	33	"	"	635.20
All of	3	"	"	640	All of	35	"	"	625.96
All of	5	"	"	640	All of	1	19	8	641.68
All of	7	"	"	634.96	All of	3	"	"	642.84
All of	9	"	"	640	All of	5	"	"	640.64
All of	11	"	"	640	All of	7	"	"	619.44
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	640					
All of	17	"	"	640	Forward	....	....	....	164,331.92
All of	19	"	"	633.84					
80 Brought forward	....	....	....	164,331.92	All of	9	20	8	640
All of	11	19	8	640	All of	11	"	"	640
All of	13	"	"	640	All of	13	"	"	640
All of	15	"	"	640	All of	15	"	"	640
All of	17	"	"	640	All of	17	"	"	640
All of	19	"	"	636.72	All of	19	"	"	614
All of	21	"	"	640	All of	21	"	"	640
All of	23	"	"	640	All of	23	"	"	640
All of	25	"	"	640	All of	25	"	"	640
All of	27	"	"	640	All of	27	"	"	640
All of	29	"	"	640	All of	29	"	"	640
All of	31	"	"	636.96	All of	31	"	"	615.52
All of	33	"	"	640	All of	33	"	"	640
All of	35	"	"	640	All of	35	"	"	640
All of	1	20	8	671.56					
All of	3	"	"	665.86	Total acres in Boone Co.	....	....	....	184,147.52
All of	5	"	"	657.78					
All of	7	"	"	607.20					

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EXHIBIT F.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Sherman County, Nebraska.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	1	13	13	639.28	All of	7	14	13	622.98
All of	3	"	"	639.90	All of	9	"	"	640
All of	5	"	"	637.98	All of	11	"	"	640
All of	7	"	"	616.74	All of	13	"	"	640
All of	9	"	"	640	All of	15	"	"	640
All of	11	"	"	640	All of	17	"	"	640
N. W. ¼	13	"	"	160	All of	19	"	"	630.94
N. ½ of	15	"	"	320	All of	21	"	"	640
All of	17	"	"	588.12	All of	23	"	"	640
N. ½ of	19	"	"	318.77	All of	25	"	"	640
S. E. ¼ & W. ½	1	14	13	479.18	All of	27	"	"	640
All of	3	"	"	637.21					
All of	5	"	"	637.50	Forward	....	....	....	13,974.90

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
82 Brought forward	....	....	....	13,974.90	All of	23	15	13	640
All of	29	14	13	640	All of	25	"	"	640
All of	31	"	"	633.60	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	626.40
All of	1	15	13	639.10	All of	33	"	"	640
All of	3	"	"	637.84	All of	35	"	"	640
All of	5	"	"	639.34	All of	1	16	13	627.80
All of	7	"	"	620.38	All of	3	"	"	635.48
All of	9	"	"	640	All of	5	"	"	635.16
All of	11	"	"	640	All of	7	"	"	620.10
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	640	All of	11	"	"	640
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	622.78					
All of	21	"	"	640	Forward	....	....	....	32,432.88
83 Brought forward	....	....	....	32,432.88	All of	9	13	14	640
All of	15	16	13	640	All of	11	"	"	640
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	621.02	All of	15	"	"	640
All of	21	"	"	640	All of	17	"	"	640
All of	23	"	"	640	All of	19	"	"	633.28
All of	25	"	"	640	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	640	N. ½ of	25	"	"	320
All of	31	"	"	622.78	N. ½ of	27	"	"	320
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640	N. ½ of	31	"	"	319.84
All of	1	13	14	614.99	All of	1	14	14	640.60
All of	3	"	"	638.46					
All of	5	"	"	638.86	Forward	....	....	....	49,310.79
All of	7	"	"	628.08					
84 Brought forward	....	....	....	49,310.79	All of	33	14	14	640
All of	3	14	14	638.30	All of	35	"	"	612.95
All of	5	"	"	530.11	All of	1	15	14	640.44
All of	7	"	"	622.40	All of	3	"	"	637.58
All of	9	"	"	519.10	All of	5	"	"	637.96
All of	11	"	"	640	All of	7	"	"	625.98
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	599.50	All of	11	"	"	640
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	621.34	All of	15	"	"	640
All of	21	"	"	640	All of	17	"	"	640
All of	23	"	"	640	All of	19	"	"	522.29
All of	25	"	"	640	All of	21	"	"	640
All of	27	"	"	574.58	All of	23	"	"	640
All of	29	"	"	640					
All of	31	"	"	626.40	Forward	....	....	....	67,319.72
85 Brought forward	....	....	....	67,319.72	All of	19	16	14	621.52
All of	25	15	14	640	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	563.10	All of	25	"	"	640
All of	31	"	"	633.18	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	621.04
All of	1	16	14	628.88	All of	33	"	"	640
All of	3	"	"	628.20	All of	35	"	"	640
All of	5	"	"	629.86	All of	1	13	15	638.44
All of	7	"	"	620.70	All of	3	"	"	639.68
All of	9	"	"	640	All of	5	"	"	640
All of	11	"	"	640	All of	7	"	"	635.20
All of	13	"	"	640					
All of	15	"	"	640	Forward	....	....	....	85,049.52
All of	17	"	"	640					

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
86 Brought forward				85,049.52
All of	9	13	15	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	637.14
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	638.40
All of	33	"	"	640
All of	35	"	"	640
All of	1	14	15	639.36
All of	3	14	15	640.16
All of	5	"	"	640.16
All of	7	"	"	638.32
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	635.96
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
Forward				103,577.04

Parts of section.	S.	T.	R.	Acres.
87 Brought forward				103,577.04
All of	31	14	15	631.74
All of	33	"	"	640
All of	35	"	"	640
All of	1	15	15	639.28
All of	3	"	"	638.88
All of	5	"	"	639.68
All of	7	"	"	636.30
All of	9	"	"	640
All of	11	"	"	560
All of	13	"	"	576.10
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	628.08
All of	21	"	"	640
All of	23	"	"	640
All of	25	15	15	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	638.96
All of	33	"	"	640
All of	35	"	"	640
All of	1	16	15	639.44
All of	3	"	"	638.96
All of	5	"	"	639.48
All of	7	"	"	610.36
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
Forward				121,948.60

Parts of section.	S.	T.	R.	Acres.
88 Brought forward				121,948.60
All of	15	16	15	640
All of	17	"	"	593
All of	19	"	"	638.24
All of	21	"	"	573.20
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	578.40
All of	29	"	"	640
All of	31	"	"	639.78
All of	33	"	"	640
All of	35	"	"	603.50
E. ½ of	1	13	16	320.11
E. ½ of	13	"	"	320
E. ½ of	25	13	16	320
E. ½ of	1	14	16	320.16
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
E. ½ of	1	15	16	319.84
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
E. ½ of	1	16	16	278.70
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
Total acres in Sherman Co				131,853.53

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EXHIBIT G.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Howard County, Neb.

Parts of section.	S.	T.	R.	Acres.
All of	3	15	9	639.94
N. E. ¼, E. ½ of N. W. ¼, E. ½ of S. E. ¼, & N. W. ¼ of S. W. ¼	5	"	"	359.16
W. ½ of N. E. ¼, N. W. ¼ N. W. ¼ of S. E. ¼, N. E. ¼ of S. W. ¼, & lots numbered 3, 4, 5, and 6	7	"	"	429.26
N. E. ¼ of S. W. ¼, lot No. 2, & N. ½ of	9	"	"	389.50
Lots 1 and 2, S. ½ of N. W. ¼ & S. W. ¼	17	"	"	330.50
N. ½ of	19	"	"	315.92
All of	1	16	9	638.82
All of	3	"	"	634.54
All of	5	"	"	634.06
All of	7	"	"	615.40
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
N. ½ of N. W. ¼, W. ½ of S. W. ¼ & E. ½ of	19	"	"	482.73
Forward				8,650.29

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
90 Bro't forward	....	....	....	8,650.29
All of	21	16	9	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
S. W. ¼ & N. ½ of	31	"	"	463.20
All of	33	"	"	640
All of	35	"	"	640
W. ½ of	5	14	10	319.41
S. E. ¼ & N. W. ¼	7	"	"	315.17
All of	1	15	10	639
All of	3	"	"	638.46
All of	5	"	"	637.92
N. ½ of	7	"	"	312.60
All of	9	"	"	640
91 Bro't forward	....	....	....	19,054.47
Lot number 2, S. ½ of N. E. ¼, N. W. ¼ of N. E. ¼ & S. ½	21	15	10	463.50
S. E. ¼ of N. E. ¼, W. ½ of S. E. ¼ & S. W. ¼	23	"	"	280
Lots numbered 3 & 4 and S. E. ¼ of N. E. ¼	25	"	"	122.50
S. W. ¼ and N. ½	27	"	"	480
All of	29	"	"	640
S. ½ of	31	"	"	315.61
N. W. ¼	33	"	"	160
E. ½ of N. W. ¼	35	"	"	80
All of	1	16	10	638.28
All of	3	"	"	636.60
All of	5	16	10	634.04
All of	7	"	"	691.50
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	632.78
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
92 Bro't forward	....	....	....	30,511.28
All of	29	16	10	640
All of	31	"	"	622.88
All of	33	"	"	640
All of	35	"	"	640
All of	1	14	11	640.64
All of	3	"	"	640.38
All of	5	"	"	638.56
All of	7	"	"	631.20
All of	9	"	"	640
All of	11	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	632.56
All of	29	"	"	640
S. E. ¼ & N. ½ of	1	15	11	479.68
Lots numbered 3, 4, 5, 6, 8 & 9	3	"	"	318.24
N. W. ¼	5	"	"	159.78
All of	7	"	"	695.92
S. ½ of N. W. ¼ & S. ½	9	"	"	400
N. W. ¼ of S. E. ¼, N. E. ¼ of S. W. ¼, and lot No. 2	11	"	"	117.80
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	697.60
All of	21	"	"	640
93 Bro't forward	....	....	....	43,986.52
S. ½ of N. E. ¼, N. W. ¼ & S. ½	23	15	11	560
S. W. ¼ & N. ½	25	"	"	480
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	638.38
All of	33	"	"	640
All of	35	"	"	640
All of	1	16	11	634.28
All of	3	"	"	634.60
All of	5	"	"	636.32
Lots No. 1, 2, 3, 5, & 6, S. E. ¼ of N. E. ¼, & S. E. ¼ of S. W. ¼	7	"	"	299.60
All of	9	"	"	640
All of	11	16	11	640
All of	13	"	"	640
All of	15	"	"	640
N. E. ¼, N. E. ¼ of N. W. ¼, and lots No. 5 & 6	17	"	"	274.70
S. ½ of	19	"	"	311.80
S. E. ¼, N. ½ of S. W. ¼, S. E. ¼ of S. W. ¼ & N. ½	21	"	"	600
All of	23	"	"	640
All of	25	"	"	640
N. ½ of N. W. ¼, S. E. ¼ of N. W. ¼, N. E. ¼ of S. W. ¼, lot No. 2, & E. ½	27	"	"	598
Forward	....	....	....	55,876.20

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
94 Bro't forward	....	....	....	55, 876. 20
S. ½ of	29	16	11	320
All of	31	"	"	622. 64
S. E. ¼	33	"	"	160
N. W. ¼, N. E. ¼ of S. W. ¼, & E. ½	35	"	"	520
N. ½ of	3	13	12	320. 16
All of	5	"	"	640. 06
N. ½ of	7	"	"	316
N. W. ¼	9	"	"	160
All of	1	14	12	639
All of	3	"	"	639. 12
N. E. ¼, E. ½ of S. E. ¼, S. ½ of S. W. ¼, E. ½ of N. W. ¼, & N. W. ¼ of N. W. ¼	5	"	"	438. 96
All of	7	"	"	630. 48
Forward	....	....	....	66, 877

95 Bro't forward	....	....	....	66, 877. 00
All of	31	14	12	635. 68
All of	33	"	"	640
All of	35	"	"	640
All of	1	15	12	640. 18
All of	3	"	"	639. 68
All of	5	"	"	639. 04
All of	7	"	"	625. 76
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	627. 74
All of	21	"	"	640
All of	25	15	12	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	629. 00
All of	33	"	"	640
All of	35	"	"	640
Lots numbered 1, 2, 3, 4, 5, 6, & 7, & S. E. ¼ of N. E. ¼	1	16	12	313. 60
All of	3	"	"	635. 66
All of	5	"	"	635. 74
All of	7	"	"	634. 56
Forward	....	....	....	81, 844. 44

96 Bro't forward	....	....	....	81, 844. 44
All of	9	16	12	640
All of	11	"	"	640
W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼, N. W. ¼ & S. ½	13	"	"	600
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	626. 78
All of	21	"	"	640
All of	23	"	"	640
All of	25	16	12	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	634. 16
All of	33	"	"	640
All of	35	"	"	640
All of	23	15	12	640
Total acres in Howard Co	....	....	....	91, 375. 38

97 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Greeley County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.
All of	1	17	9	638. 34
All of	3	"	"	642. 34
All of	5	"	"	641. 92
All of	7	"	"	640. 66
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	640. 32
All of	21	"	"	640
All of	23	"	"	640
All of	25	17	9	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	639. 90
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	9	642. 18
All of	3	"	"	642
All of	5	"	"	639. 42
All of	7	"	"	634. 74
Forward	....	....	....	14, 672. 04

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
98 Bro't forward				14,072.04
All of	9	18	9	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	628.96
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	637.44
All of	33	"	"	640
All of	35	"	"	640
All of	1	19	9	643.52
All of	3	"	"	639.52
All of	5	"	"	639.10
All of	7	"	"	625.92
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	628.32
All of	21	"	"	640
Forward				30,034.72

Parts of section.	S.	T.	R.	Acres.
99 Bro't forward				30,034.72
All of	23	19	9	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	625.44
All of	33	"	"	640
All of	35	"	"	640
All of	1	20	9	645.42
All of	3	"	"	646.86
All of	5	"	"	649.22
All of	7	"	"	627.60
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	623.84
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	626.72
All of	33	"	"	640
All of	35	"	"	640
Forward				45,999.82

Parts of section.	S.	T.	R.	Acres.
100 Bro't forward				45,999.82
All of	1	17	10	645.08
All of	3	"	"	639.34
All of	5	"	"	638.44
All of	7	"	"	633.38
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	639.58
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	641.18
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	10	636.56
All of	3	"	"	640.66
All of	5	"	"	641.98
All of	7	"	"	633.02
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
Forward				61,988.04

Parts of section.	S.	T.	R.	Acres.
101 Bro't forward				61,988.04
All of	15	18	10	640
All of	17	"	"	640
All of	19	"	"	636.78
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	634.58
All of	33	"	"	640
All of	35	"	"	640
All of	1	19	10	642.62
All of	3	"	"	643.76
All of	5	"	"	637.20
All of	7	"	"	628.18
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	630.40
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
Forward				77,751.56

Parts of section.	S.	T.	R.	Acres.
102 Bro't forward				77,751.56
All of	29	19	10	640
All of	31	"	"	637.34
All of	33	"	"	640
All of	35	"	"	640
All of	1	20	10	651.22
All of	3	"	"	648.18
All of	5	"	"	639.68
All of	7	"	"	626.40
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	614.78
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	614.72
All of	33	"	"	640
All of	35	"	"	640
All of	1	17	11	642.60
All of	3	"	"	642.16
All of	5	"	"	642.02
Forward				93,710.66

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
103 Bro't forward	....	....	....	93,710.66
All of	7	17	11	639.30
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	642.40
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
N. E. ¼, N. W. ¼ of S. E. ¼, N. ½ of S. W. ¼, & S. W. ¼ of S. W. ¼	31	"	"	390.09
104 Bro't forward	....	....	....	108,742.49
All of	19	18	11	635.12
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	634.58
All of	33	"	"	640
All of	35	"	"	640
All of	1	19	11	637.84
All of	3	"	"	635.44
All of	5	"	"	634.96
All of	7	"	"	626.58
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	645.78
All of	21	"	"	640
All of	23	"	"	640
All of	9	19	11	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	634.70
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	633.68
Forward	....	....	....	124,677.39
All of	33	19	11	640
All of	35	"	"	640
All of	1	20	11	644
All of	3	"	"	641.96
All of	5	"	"	640.72
All of	7	"	"	637.84
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	625.78
All of	21	"	"	640
All of	23	"	"	640
All of	25	20	11	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	633.32
All of	33	"	"	640.00
All of	35	"	"	640
All of	1	17	12	636.48
All of	3	"	"	633.12
N. E. ¼, E. ½ of S. E. ¼, lots Nos. 4, 5, 6, 8, & 9, S. W. ¼ of S. W. ¼	5	"	"	453.66
W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼, N. W. ¼ & S. ½	7	"	"	596.66
Forward	....	....	....	139,775.23
106 Bro't forward	....	....	....	139,775.23
N. ½ of S. E. ¼, lots 1 & 2, & N. ½	9	17	12	447.70
All of	11	"	"	640
All of	13	"	"	640
S. E. ¼	15	"	"	160
All of	17	"	"	640
All of	19	"	"	647.12
All of	21	"	"	596.80
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	576.10
All of	29	"	"	640
All of	31	"	"	640.38
S. E. ¼ of S. E. ¼, N. ½ of S. W. ¼, S. W. ¼ of S. W. ¼, & N. ½	33	"	"	480
All of	35	17	12	571.40
All of	1	18	12	640.20
All of	3	"	"	639.80
All of	5	"	"	641.32
All of	7	"	"	636.24
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
N. ½ of N. E. ¼, S. E. ¼ of N. E. ¼, S. E. ¼ of S. E. ¼, & S. W. ¼ of S. W. ¼	19	"	"	190.70
Forward	....	....	....	153,692.17

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
107 Bro't forward				153,692.17
N. ½ of N. W. ¼	19	18	12	79.67
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
E. ½ of S. W. ¼, E. ½ of N. W. ¼, N. W. ¼ of N. W. ¼, & E. ½	29	"	"	520
Lots 2 & 3, W. ½ of N. E. ¼, N. W. ¼ of S. E. ¼, & W. ½	31	"	"	497.48
All of	33	"	"	640
All of	35	"	"	640
All of	1	19	12	636.38
All of	3	"	"	637.60
All of	5	19	12	637.12
All of	7	"	"	630.08
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	628.80
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
Forward				167,559.30

Parts of section.	S.	T.	R.	Acres.
108 Bro't forward				167,559.30
All of	29	19	12	640
All of	31	"	"	631.44
All of	33	"	"	640
All of	35	"	"	640
All of	1	20	12	623.30
All of	3	"	"	620.98
All of	5	"	"	613.76
All of	7	"	"	615.84
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	20	12	640
All of	19	"	"	621.10
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	636.24
All of	33	"	"	640
All of	35	"	"	640
Total acres in Greeley County				181,511.96

109 EXHIBIT H.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Valley County, Nebraska.

Parts of section.	S.	T.	R.	Acres.
All of	1	17	13	634.94
All of	3	"	"	632.16
All of	5	"	"	638.42
All of	7	"	"	646.90
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	648.70
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	17	13	640
All of	29	"	"	640
All of	31	"	"	643.84
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	13	618.67
All of	3	"	"	640.92
All of	5	"	"	642.72
All of	7	"	"	631.06
All of	9	"	"	640
All of	11	"	"	601.31
Forward				15,338.94

Parts of section.	S.	T.	R.	Acres.
110 Brought forward				15,338.94
E. ½ of N. E. ¼, N. W. ¼ of N. E. ¼, S. W. ¼ of N. W. ¼, W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼, & lots 1, 5, 6, 7 & 8	13	18	13	446.60
All of	25	"	"	640
All of	17	"	"	640
All of	19	"	"	633.74
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	632.20
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	636.08
All of	33	"	"	640
All of	35	"	"	640
All of	1	19	13	639.20
All of	3	"	"	640.44
All of	5	"	"	641.20
All of	7	"	"	628.32
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	630.48
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	554.40
All of	29	"	"	636.60
Forward				32,298.90

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
111 Brought forward	....	....	....	39, 298. 90
All of	31	19	13	601. 30
All of	33	"	"	625. 30
All of	35	"	"	556. 90
All of	1	20	13	621. 04
All of	3	"	"	606. 76
All of	5	"	"	604. 28
All of	7	"	"	614. 21
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	680. 28
All of	21	"	"	640
All of	23	"	"	640
All of	25	20	13	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	640
All of	33	"	"	640
All of	35	"	"	640
All of	1	17	14	643. 58
All of	3	"	"	651. 14
All of	5	"	"	647. 44
All of	7	"	"	646. 38
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
Forward	....	....	....	49, 959. 55

Parts of section.	S.	T.	R.	Acres.
112 Brought forward	....	....	....	49, 959 55
All of	15	17	14	640
All of	17	"	"	640
All of	19	"	"	645. 98
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	641. 44
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	14	639. 72
All of	3	"	"	645. 62
All of	5	"	"	642. 90
All of	7	"	"	634. 40
All of	9	18	14	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	640
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	634. 16
All of	33	"	"	640
All of	35	"	"	640
Forward	....	....	....	68, 390. 31

Parts of section.	S.	T.	R.	Acres.
113 Brought forward	....	....	....	68, 390. 31
All of	1	19	14	636. 92
All of	3	"	"	633. 16
All of	5	"	"	576. 74
All of	7	"	"	632. 64
All of	9	"	"	562. 40
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	592. 50
All of	17	"	"	640
All of	19	"	"	634. 36
All of	21	"	"	638. 94
All of	23	"	"	639. 89
All of	25	"	"	552. 90
All of	27	"	"	635. 60
All of	29	"	"	640
All of	31	19	14	636. 64
All of	33	"	"	640
All of	35	"	"	640
All of	1	20	14	610. 02
All of	3	"	"	604. 62
All of	5	"	"	612. 12
All of	7	"	"	627. 20
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	601. 90
Forward	....	....	....	85, 992. 96

Parts of section.	S.	T.	R.	Acres.
114 Brought forward	....	....	....	85, 992. 96
All of	21	20	14	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	608. 80
All of	31	"	"	630. 72
All of	33	"	"	640
All of	35	"	"	640
All of	1	17	15	639. 96
All of	3	"	"	638. 78
All of	5	"	"	639. 80
All of	7	"	"	639. 90
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	17	15	640
All of	17	"	"	640
All of	19	"	"	638. 40
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	639. 14
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	15	639. 84
All of	3	"	"	720. 06
All of	5	"	"	638. 28
Forward	....	....	....	104, 365. 94

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
115 Brought forward	....	....	....	122, 379. 86	All of	1	19	15	639. 86
All of	7	18	15	630. 08	All of	3	"	"	736. 20
All of	9	"	"	640	All of	5	"	"	637. 36
All of	11	"	"	640	All of	7	"	"	637. 42
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	640	All of	11	"	"	640
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	636. 22	All of	15	"	"	640
All of	21	"	"	640	All of	17	"	"	640
All of	23	"	"	640	All of	19	"	"	636. 94
All of	25	"	"	640	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	640	All of	25	"	"	640
All of	31	"	"	640. 54					
All of	33	"	"	640	Forward	....	....	....	140, 254. 48
All of	35	"	"	640					
116 Brought forward	....	....	....	140, 254. 48	All of	21	20	15	640
All of	27	19	15	640	All of	23	"	"	567. 80
All of	29	"	"	640	All of	25	"	"	640
All of	31	"	"	634. 26	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	634. 82
All of	1	20	15	607. 82	All of	33	"	"	640
All of	3	"	"	613. 96	All of	35	"	"	640
All of	5	"	"	549. 49	E. ½ of	1	17	16	319. 77
All of	7	"	"	637. 98	E. ½ of	13	"	"	320
All of	9	"	"	543. 50	E. ½ of	25	"	"	320
All of	11	"	"	640	E. ½ of	1	18	16	320. 02
All of	13	"	"	640	E. ½ of	13	"	"	320
All of	15	"	"	561	E. ½ of	25	"	"	320
All of	17	"	"	640					
All of	19	"	"	632. 80	Forward	....	....	....	156, 477. 70
117 Brought forward	....	....	....	156, 477. 70	E. ½ of	13	20	16	320
E. ½ of	1	19	16	319. 80	E. ½ of	25	"	"	320
E. ½ of	13	"	"	320					
E. ½ of	25	"	"	320	Total acres in Valley Co	....	....	....	158, 395. 72
E. ½ of	1	20	16	318. 22					

(Indorsed:) Received and filed Feb. 8, 1875. Watson B. Smith, clerk.

118 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Buffalo County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
N. ½ of N. E. ¼, & N. ½ of N. W. ¼	1	12	15	178. 45	E. ½ of	1	12	16	322. 08
All of	3	"	"	660. 82					
All of	5	"	"	656. 24	Total acres in Buffalo County	....	....	....	2, 430. 67
All of	7	"	"	613. 08					

EXHIBIT K.

Part of section.	S.	T.	R.	Acres.	Part of section.	S.	T.	R.	Acres.
N. ½	23	14	6 E.	320	All	11	13	7	640
N. ½ S. E	"	"	"	80	All	13	"	"	640
N. ½ S. W	"	"	"	80	N. ½ N. E.	15	"	"	80
N. ½ N. E	25	"	"	60	All	1	14	"	623. 04
S. E. N. E	"	"	"	60	All	3	"	"	605. 52
All	1	13	7	651. 60	All	5	"	"	603. 92
All	3	"	"	657. 44	All	9	"	"	640
N. ½ N. E. & S. E. N. E	5	"	"	127. 33	All	11	"	"	640
N. E. N. W	"	"	"	43. 54	All	13	"	"	640
N. E. S. E	"	"	"	40	All	15	"	"	640
N. ½ N. E	9	"	"	80	All	17	"	"	640
N. E. N. W	9	"	"	40	All	19	"	"	603. 1[illegible]

EXHIBIT K—Continued.

Part of section.	S.	T.	R.	Acres.
All	21	14	7.	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
N. ½ N. E	31	"	"	60
S. E. N. E	31	"	"	60
N. E. S. E	31	14	7 E.	40
N. E. N. W	31	"	"	40
All	33	"	"	640
All	35	"	"	640
All	13	15	7	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	13	8	641. 28
All	3	"	"	655. 96
All	5	"	"	666. 12
All	7	"	"	121. 96
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	137. 96
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
N. E. ¼ & N. ½ S. E	29	"	"	240
N. E. S. W	29	"	"	40
E. ½ N. W	29	"	"	80
N. W. N. W	29	"	"	80
N. ½ N. E	33	"	"	80
S. E. N. E	33	"	"	60
N. ½ N. W	33	"	"	80
120 All	35	13	8 E.	640
All	3	14	"	616. 44
All	5	"	"	613. 36
All	7	"	"	86. 64
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	111. 36
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	133. 44
All	33	"	"	640
All	35	"	"	640
All	19	15	"	97. 28
All	29	"	"	640
All	31	"	"	198. 08
All	33	"	"	640
E. ½ N. E	1	12	9	87. 49
N. W. N. E	3	"	"	47. 80
E. ½ S. E	3	"	"	80
N. W	3	"	"	175. 36
All	5	"	"	644. 69
N. ½	7	"	"	325. 43
S. E	11	"	"	160
S. ½	13	"	"	320
All	1	13	9	638. 72
N. E. N. E	3	"	"	40. 08
N. E. S. E	3	"	"	40
W. ½ N. W	3	"	"	78. 98
All	5	"	"	635. 84
All	7	"	"	634. 48
All	9	"	"	640
E. ½	11	"	"	320
N. ½ N. E. and	13	"	"	80
N. ½ N. W	13	"	"	80
All	17	"	"	640
E. ½	19	"	"	320

Part of section.	S.	T.	R.	Acres.
S. W. ¼ and	19	13	9	237. 02
S. ½ N. W	19	"	"	
N. W	21	"	"	160
N. ½ S. W. and	21	"	"	80
S. W. S. W	21	"	"	80
N. E. S. E	23	"	"	40
N. W	27	"	"	160
All	29	"	"	640
All	31	"	"	638. 36
All	33	"	"	640
W. ½	17	14	9	320
E. ½	19	"	"	320
All	21	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	632. 96
All	33	"	"	640
All	35	"	"	640
All	121	E. ½ N. W	7	12	10 E.	80
N. W. N. W	7	"	"	30. 94
E. ½ S. W	7	"	"	80
W. ½ N. W	17	"	"	80
N. ½	19	"	"	301. 95
S. W	23	"	"	160
S. ½ S. W	25	"	"	80
S. W. S. E	25	"	"	40
N. E	27	"	"	160
N. ½ N. E	35	"	"	80
Lots Nos. 3, 4, 5, & 6	5	13	"	135. 34
Lots Nos. 1 & 7	5	"	"	53. 20
N. ½	7	"	"	320
S. E. & E. ½ S. W	7	13	10	280
All	9	"	"	640
E. ½ S. W	15	"	"	80
S. W. S. W	15	"	"	40
E. ½	17	"	"	320
Lots Nos. 2, 3, 4, 5, 6, 7, & 8	19	"	"	320. 60
E. ½ S. E	29	"	"	80
Lots Nos. 1, 3, 4, & 5	29	"	"	163. 90
N. E	31	"	"	160
N. ½ N. E	31	14	"	80
S. W. N. E	31	"	"	40
W. ½ S. E	31	"	"	80
W. ½	31	"	"	307
E. ½ N. W	3	11	11	79. 82
W. ½ S. E	3	"	"	80
S. E. S. E	3	"	"	40
S. ½ S. E	19	"	"	80
S. E. S. W	19	12	11 E.	40
Lots 3, 4, 5, & 6	19	"	"	198. 50
S. W	21	"	"	160
S. E. N. W	23	"	"	40
N. W. S. E	23	"	"	40
S. E. S. W	33	"	"	40
Lot No. 7	1	"	"	42. 60
N. E. N. E	9	"	"	40
Lots Nos. 1, 2, & 4	11	"	"	139. 60
Lots Nos. 1 & 2	15	"	"	84. 40
N. W. N. W	17	"	"	40
S. W. S. E	17	"	"	40
S. E. S. W	17	"	"	40
S. E. N. E	25	13	"	40
N. W. N. E	27	"	"	40
S. E. N. W	27	"	"	40
W. ½ N. W	7	12	12	70. 24
N. W. S. E	19	12	"	40
S. E. N. W	29	"	"	40
N. E. N. W	31	"	"	40
Lots Nos. 7 & 8	27	13	"	58
Lots Nos. 4 & 5	33	"	"	60. 61
N. W. S. W	33	"	"	40
S. E. S. W	29	"	"	40
N. W. N. W	29	"	1 W.	320
N. ½ S. E. & N. ½ S. W	29	"	"	160
N. ½ N. E	31	"	"	80
N. ½ N. W	31	"	"	121. 50
S. W. N. W	31	"	"	
N. W. S. W	31	"	"	40. 37

EXHIBIT K—Continued.

Part of section.	S.	T.	R.	Acres.
122 N. ½	19	12	2 W.	322. 67
All	17	"	"	640
All	9	"	"	640
All	7	"	"	642
All	5	"	"	661
All	3	"	"	673. 88
W. ½ N. W	1	"	"	89. 90
All	19	13	"	641. 72
All	21	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	641. 40
All	33	"	"	640
All	35	"	"	640
All	5	11	3 W.	639. 04
All	7	"	"	638. 52
All	1	12	"	663. 24
All	3	"	"	649. 89
All	5	"	"	649. 44
All	7	"	"	627. 64
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	630. 64
All	21	"	"	640
All	23	"	"	640
N. ½	25	"	"	320
All	27	"	"	640
All	29	12	3 W	640
All	31	"	"	630. 72
All	33	"	"	640
N. ½ N. E	35	"	"	80
N. ½ N. W	35	"	"	80
All	19	"	"	622. 68
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	635. 28
All	33	"	"	640
All	35	"	"	640
W. ½	5	10	4 W.	319. 36
All	1	11	"	640. 96
All	3	"	"	640. 80
All	5	"	"	640. 56
All	7	"	"	623. 16
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	623. 84
All	21	"	"	640
All	23	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	696. 20
123 All	33	11	4 W.	320
W. ½ All	1	12	"	645. 44
All	3	"	"	647. 62
All	5	"	"	649. 36
All	7	"	"	618
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	619. 98
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	620. 76
All	33	"	"	640
All	35	"	"	640
E. ½	23	13	"	320
All	25	"	"	640

Part of section.	S.	T.	R.	Acres.
All	27	13	4 W.	640
All	33	"	"	640
All	35	"	"	640
All	1	10	5	639. 44
All	3	"	"	638. 72
All	5	"	"	640. 96
All	7	"	"	635. 76
All	9	"	"	640
All	11	"	"	640
All	15	"	"	640
All	17	10	5 W.	640
All	19	"	"	637. 88
All	21	"	"	640
W. ½ N. W	27	"	"	80
N. ½	29	"	"	320
W. ½ S. W	29	"	"	80
N. ½	31	"	"	319. 33
N. ½ S. E., and	31	"	"	159. 73
N. ½ S. W	31	"	"	
All	1	11	"	639. 44
All	3	"	"	639. 28
All	5	"	"	639. 72
All	7	"	"	630. 96
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	630. 64
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	632
All	33	"	"	640
All	35	"	"	640
All	13	12	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
124 S. ½	29	12	5 W	320
S. ½	31	"	"	314. 58
All	33	"	"	640
All	35	"	"	640
N. ½	1	9	6 W.	319. 48
W. ½ S. W	1	"	"	80
All	3	"	"	639. 60
All	5	"	"	639. 24
All	7	"	"	635. 56
All	9	"	"	640
N. ½	11	"	"	320
N. W	15	"	"	160
All	17	"	"	640
All	19	"	"	636. 84
N. W	21	"	"	160
All	1	10	6 W.	640. 40
All	3	"	"	640. 36
All	5	"	"	640. 12
All	7	"	"	628. 56
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	633. 16
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	10	6 W.	634. 68
All	33	"	"	640
All	35	"	"	640
S. ½	1	11	"	320
S. ½ N. E	1	"	"	80
S. ½ N. W	1	"	"	80
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	21	"	"	640

EXHIBIT K—Continued.

Part of section.	S.	T.	R.	Acres.
All	23	11	6 W.	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	627. 84
All	33	"	"	640
All	35	"	"	640
N. ½	3	8	7 W.	318. 50
All	5	"	"	637. 94
N. ½	7	"	"	304. 98
All	1	9	"	640. 20
All	3	"	"	639. 76
All	5	"	"	640. 84
All	7	"	"	636. 12
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	637. 36
125 All	21	9	7 W.	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	639
All	33	"	"	640
N. ½	35	"	"	320
All	1	10	"	640. 40
S. ½ N. E. & S. E	3	"	"	240
E. ½ S. W	3	"	"	}
S. W. S. W	3	"	"	} 120
S. E. N. W	3	"	"	40
E. ½	9	"	"	320
S. W. & E. ½ N. W	9	"	"	240
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
E. ½ & S. W	17	"	"	480
E. ½ N. W	17	"	"	80
S. W. N. W	17	"	"	60
All	19	"	"	627. 48
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	628. 64
All	33	"	"	640
All	35	"	"	640
S. ½ S. E	25	11	"	80
S. ½ S. W	25	11	7 W.	80
S. ½	35	"	"	320
All	1	8	8	637. 90
All	3	"	"	638. 32
All	5	"	"	633. 84
All	7	"	"	596. 60
All	9	"	"	640
All	11	"	"	640
N. ½	13	"	"	320
All	15	"	"	640
All	17	"	"	640
All	19	"	"	597. 63
N. ½	21	"	"	320
N. ½	29	"	"	320
All	1	9	"	640. 48
All	3	"	"	640. 64
All	5	"	"	639. 60
All	7	"	"	628
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	630. 28
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	630. 40

Part of section.	S.	T.	R.	Acres.
All	33	9	8	640
126 All	35	9	8 W.	640
S. E. & E. ½ S. W	23	10	"	240
All	25	"	"	640
E. ½ S. W. and	27	"	"	80
S. W. S. W	27	"	"	60
S. ½ N. E. & S. E	27	"	"	240
S. E. N. W	27	"	"	40
S. ½ S. E. and	31	"	"	}
S. ½ S. W	31	"	"	} 156. 68
All	33	"	"	640
All	35	"	"	640
N. ½	3	7	9	320. 60
All	5	"	"	639. 40
E. ½	7	"	"	302
All	1	8	"	636. 32
All	3	"	"	631. 49
All	5	"	"	638. 92
All	7	"	"	279. 28
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	288
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	297. 24
All	33	8	9 W.	640
N. ½	35	"	"	320
S. ½ N. E	1	9	9	80
S. ½ N. W	1	"	"	80
S. ½	1	"	"	320
S. E	9	"	"	160
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	240
S. ½ N. E. & S. E	17	"	"	80
E. ½ S. W. and	17	"	"	40
S. W. S. W	17	"	"	40
S. E. N. W	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	7	10	638. 68
All	3	"	"	638. 60
All	5	"	"	638
All	7	"	"	648
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	637. 84
127 N. ½	21	7	10 W.	320
N. ½ S. E. and	21	"	"	80
N. ½ S. W	21	"	"	80
All	1	8	"	638. 36
All	3	"	"	630. 64
All	5	"	"	629. 46
All	7	"	"	654. 24
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	654. 24
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	651. 44
All	33	"	"	640.

SCHEDULE K—Continued.

Part of section.	S.	T.	R.	Acres.
All	35	8	10 W.	640
S. ½ S. E. and	23	9	"	80
S. ½ S. W	23	"	"	80
All	25	"	"	640
S. ½	27	"	"	320
S. ½ N. E	31	"	"	160. 17
S. ½ N. W	31	"	"	
S. ½	31	"	"	320. 14
All	33	"	"	640
All	35	"	"	640
All	1	7	11 W.	638. 32
All	3	"	"	636. 76
All	5	"	"	636. 56
All	7	"	"	602. 64
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	607. 20
All	21	"	"	640
All	23	"	"	640
N. ½	25	"	"	320
All	27	"	"	640
All	29	"	"	640
All	31	"	"	616. 12
All	33	"	"	640
N. ½ N. E. and	35	"	"	80
N. ½ N. W	35	"	"	80
S. ½ N. E. and	1	8	"	80
S. ½ N. W	1	"	"	80
S. ½	1	"	"	320
S. ½	3	"	"	320
S. ½	7	"	"	300. 58
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	600. 24
All	21	"	"	640
128 All	23	8	11 W.	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	600. 16
All	33	"	"	640
All	35	"	"	640
N. ½	1	6	12	318. 24
N. ½ S. E.	1	6	12	80
N. ½ S. W	1	"	"	80
All	3	"	"	636. 86
All	5	"	"	639. 04
All	7	"	"	633. 92
All	9	"	"	640
N. ½	11	"	"	320
N. ½	17	"	"	320
All	1	7	"	640. 96
All	3	"	"	642. 64
All	5	"	"	641. 20
All	7	"	"	634. 84
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	634. 04
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	7	12	640
All	31	"	"	633. 40
All	33	"	"	640
All	35	"	"	640
S. ½ N. E.	13	8	12	80
S. ½ N. W	13	"	"	80
S. ½	13	"	"	320
S. ½ S. E	19	"	"	80
S. ½ S. W	19	"	"	80
All	21	"	"	640

Part of section.	S.	T.	R.	Acres.
All	23	8	12	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	6	13	640. 01
All	3	"	"	641. 82
All	5	"	"	642. 20
All	7	"	"	636. 96
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	634. 64
All	21	"	"	640
N. ½	23	"	"	320
N. ½	27	"	"	320
129 N. ½	29	6	13 W.	320
All	1	7	13	641. 32
All	3	"	"	646. 24
All	5	"	"	645. 08
All	7	"	"	637. 48
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	635. 20
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	635. 08
All	33	"	"	640
All	35	"	"	640
S. ½	25	8	13	320
S. ½	27	"	"	320
S. ½ N. E	33	"	"	80
S ½ N. W	33	"	"	80
S. ½	33	"	"	320
All	35	"	"	640
N. ½	3	5	14	321. 68
N. ½	5	"	"	324. 50
N. ½	7	"	"	322. 66
All	1	6	"	645. 22
All	3	"	"	648. 10
All	5	"	"	639. 76
All	7	6	14	644. 24
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	644. 78
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640. 40
All	33	"	"	640
All	35	"	"	320
E. ½	1	7	14	320
S. ½ S. W	1	"	"	69. 85
All	13	"	"	605. 06
Lots 1 and 2	15	"	"	116. 16
Lots 1 and 2	17	"	"	109. 16
All	19	"	"	631. 24
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640

SCHEDULE K—Continued.

Part of section.	S.	T.	R.	Acres.
130 All	1	5	15	640.16
All	3	"	"	641.64
All	5	"	"	637.12
All	7	"	"	641.84
All	9	"	"	640
N. ½	11	"	"	320
S. W. ¼	11	"	"	160
N. ½	17	"	"	320
All	1	6	15	641.24
All	3	"	"	641.88
All	5	"	"	642.36
All	7	"	"	626.56
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	632.96
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	639.60
All	33	"	"	640
All	35	"	"	640
Lots 1, 2, 3 & 4	13	7	15	101.40
S. ½ S. E. ¼	19	"	"	157.71
S. E. ¼ S. W. ¼	19	"	"	
S. ½ S. E. ¼	21	7	15	80
S. ½ S. W. ¼	21	"	"	80
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	630.64
All	33	"	"	640
All	35	"	"	640
E. ½	1	5	16	319.65
E. ½	13	"	"	320
E. ½	1	6	16	319.60
E. ½	13	"	"	320
E. ½	25	"	"	320
S. E. ¼	25	7	16	160
W. ½ N. E. ¼	5	12	10	155.89
W. ½ S. E. ¼	5	"	"	
W. ½	5	"	"	312
All	9	12	11	320
All	11	"	"	640
W. ½ N. E. ¼	15	"	"	80
W. ½ S. E. ¼	15	"	"	80
W. ½	15	"	"	320
All	17	"	"	640
131 All	19	12	11 W.	625.20
All	13	12	12	640
All	19	"	"	631.84
All	21	12	12	640
All	23	"	"	640
W. ½ N. E. ¼	25	"	"	80
W. ½ S. E. ¼	25	"	"	80
W. ½	25	"	"	320
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
N. W. ¼ N. E. ¼	35	13	10	40
N. ½ N. W. ¼	35	13	10	80
W. ½ N. E. ¼	1	11	13	159.44
W. ½ S. E. ¼	1	"	"	
W. ½	1	"	"	317.75
All	3	"	"	639.24
All	5	"	"	634.12
All	7	"	"	639.44
W. ½ N. E. ¼	9	"	"	80
W. ½ S. E. ¼	9	"	"	80
W. ½	9	"	"	320
All	25	12	13	640
All	27	"	"	640
All	31	"	"	631.84
All	33	"	"	640
All	35	"	"	640
All	1	11	14	638.60
All	3	"	"	635.28
All	5	"	"	638.80
All	7	11	14	630.76
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	630.60
All	21	"	"	640
All	7	11	15	638.68
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	647.28
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	653.80
All	33	"	"	640
E. ½	1	10	16	319.80
E. ½	13	11	16	320
E. ½	25	"	"	320
Total acres				375,666.83

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EXHIBIT L.

Part of section.	S.	T.	R.	Acres.
North half	5	13	1 E.	323.60
W. ½ S. W. ¼	5	13	1 "	80
N. W. ¼	7	13	1 "	153.70
All	1	14	1 "	640
All	3	14	1 "	640
All	5	14	1 "	640
All	7	14	1 "	640
All	9	14	1 "	640
All	11	14	1 "	640
All	13	14	1 "	640
All	15	14	1 "	640
All	17	14	1 "	640
All	19	14	1 "	640
All	21	14	1 "	640
All	23	14	1 "	640
All	25	14	1 "	640
All	27	14	1 "	640
All	29	14	1 "	640
All	31	14	1 E.	640
All	33	14	1 "	640
N. ½ N. E	35	14	1 "	80
N. ½ N. W	35	14	1 "	80
S. ½ S. E	9	15	1 "	80
S. ½ S. W	9	15	1 "	80
S. ½	11	15	1 "	320
All	13	15	1 "	640
All	15	15	1 "	640
All	17	15	1 "	640
All	19	15	1 "	640
All	21	15	1 "	640
All	23	15	1 E.	640
All	25	15	1 "	640
All	27	15	1 "	640
All	29	15	1 "	640
All	31	15	1 "	640
All	33	15	1 "	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	35	15	1 E.	640
All	1	14	2 "	640
All	3	14	2 "	640
All	5	14	2 "	640
All	7	14	2 "	640
All	9	14	2 "	640
All	11	14	2 "	640
All	13	14	2 "	640
All	15	14	2 "	640
All	17	14	2 "	640
All	19	14	2 "	640
All	21	14	2 "	640
All	23	14	2 "	640
N. ½	25	14	2 "	320
N. ½	27	14	2 "	320
N. ½ S. E. ¼	27	14	2 "	80
N. ½ S. W. ¼	27	14	2 "	80
All	29	14	2 "	640
S. ½ S. E. ¼	1	15	2 "	80
S. ½ S. W. ¼	1	15	2 "	80
S. ½ N. E. ¼	7	15	2 "	80
S. ½ N. W. ¼	7	15	2 "	80
S. ½	7	15	2 "	320
133 All	9	15	2 E.	640
All	11	15	2 "	640
All	13	15	2 "	640
All	15	15	2 "	640
All	17	15	2 "	640
All	19	15	2 "	640
All	21	15	2 "	640
All	23	15	2 "	640
All	25	15	2 "	640
All	27	15	2 "	640
All	29	15	2 "	640
All	31	15	2 "	640
All	33	15	2 "	640
All	35	15	2 "	640
All	1	14	3 "	640
All	3	14	3 "	640
All	5	14	3 "	640
All	7	14	3 "	640
All	9	14	3 "	640
All	11	14	3 "	640
All	13	14	3 "	640
All	15	14	3 "	640
All	17	14	3 "	640
All	19	14	3 "	640
All	21	14	3 "	640
All	23	14	3 "	640
N. ½ N. E. ¼	29	14	3 "	80
N. ½ N. W. ¼	29	14	3 "	80
All	1	15	3 "	640
All	3	15	3 "	640
S. ½	5	15	3 "	320
All	7	15	3 E.	640
All	9	15	3 "	640
All	11	15	3 "	640
All	13	15	3 "	640
All	15	15	3 "	640
All	17	15	3 "	640
All	19	15	3 "	640
All	21	15	3 "	640
All	23	15	3 "	640
All	25	15	3 "	640
All	27	15	3 "	640
All	29	15	3 "	640
All	31	15	3 "	640
All	33	15	3 "	640
All	35	15	3 "	640
All	1	14	4 "	640
All	3	14	4 "	640
All	5	14	4 "	640
All	7	14	4 "	640
All	9	14	4 "	640
All	11	14	4 "	640
All	13	14	4 "	640
All	15	14	4 "	640
All	17	14	4 "	640
All	19	14	4 "	640
N. ½	21	14	4 "	320
N. ½ S. E. ¼	21	14	4 "	80
N. ½ S. W. ¼	21	14	4 "	80

Part of section	S.	T.	R.	Acres.
N. ½				320
134 All	1	15	4 E.	640
All	3	15	4 "	640
All	5	15	4 "	640
All	7	15	4 "	640
All	9	15	4 "	640
All	11	15	4 "	640
All	13	15	4 "	640
All	15	15	4 "	640
All	17	15	4 "	640
All	19	15	4 "	640
All	21	15	4 "	640
All	23	15	4 "	640
All	25	15	4 "	640
All	27	15	4 "	640
All	29	15	4 "	640
All	31	15	4 "	640
All	33	15	4 "	640
All	35	15	4 "	640
S. ½	35	16	4 "	320
All	1	14	5 "	640
All	3	14	5 "	640
All	5	14	5 "	640
All	7	14	5 "	640
All	9	14	5 "	640
All	11	14	5 "	640
All	13	14	5 "	640
All	15	14	5 "	640
All	17	14	5 "	640
N. ½ N. E. ¼	19	14	5 "	80
N. ½ N. W. ¼	19	14	5 "	80
N. ½ N. E. ¼	21	14	5 E.	80
N. ½ N. W. ¼	21	14	5 "	80
N. ½ N. E. ¼	23	14	5 "	80
N. ½ N. W. ¼	23	14	5 "	80
All	1	15	5 "	640
All	3	15	5 "	640
All	5	15	5 "	640
All	7	15	5 "	640
All	9	15	5 "	640
All	11	15	5 "	640
All	13	15	5 "	640
All	15	15	5 "	640
All	17	15	5 "	640
All	19	15	5 "	640
All	21	15	5 "	640
All	23	15	5 "	640
All	25	15	5 "	640
All	27	15	5 "	640
All	29	15	5 "	640
All	31	15	5 "	640
All	33	15	5 "	640
All	35	15	5 "	640
S. ½ N. E. ¼	31	16	5 "	80
S. ½ N. W. ¼	31	16	5 "	80
S. ½	31	16	5 "	320
S. ½ N. W. ¼	33	16	5 "	80
S. ½ N. E. ¼	33	16	5 "	80
S. ½	33	16	5 "	320
S. ½	35	16	5 "	320
135 All	1	14	6 E.	640
All	3	14	6 "	640
All	5	14	6 "	640
All	7	14	6 "	640
All	9	14	6 "	640
All	11	14	6 "	640
All	13	14	6 "	640
All	15	14	6 "	640
All	17	14	6 "	640
N. E. ¼	19	14	6 "	160
N. ½ N. W. ¼	19	14	6 "	80
N. ½	21	14	6 "	320
All	1	15	6 "	640
All	3	15	6 "	640
All	5	15	6 "	640
All	7	15	6 "	640
All	9	15	6 "	640
All	11	15	6 "	640
All	13	15	6 "	640
All	15	15	6 "	640
All	17	15	6 "	640
All	19	15	6 "	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	21	15	6 E.	640
All	23	15	6 "	640
All	25	15	6 "	640
All	27	15	6 "	640
All	29	15	6 "	640
All	31	15	6 "	640
All	33	15	6 "	640
All	35	15	6 "	640
S. ½	31	16	6 "	320
S. ½ S. E. ¼	33	16	6 "	80
S. ½ S. W. ¼	33	16	6 "	80
S. W. ¼ S. E. ¼	35	16	6 "	40
S. ½ S. W. ¼	35	16	6 "	80
All	7	14	7 "	640
S. W. ¼ S. E. ¼	1	15	7 "	40
S. ½ S. W. ¼	1	15	7 "	80
S. ½ N. E. ¼	3	15	7 "	80
S. ½ N. W. ¼	3	15	7 "	80
S. ½	3	15	7 "	320
N. W. ¼ N. E. ¼	5	15	7 "	40
S. ½ N. E.	5	15	7 "	80
S. ½	5	15	7 "	320
N. W. ¼	5	15	7 "	160
All	7	15	7 "	640
All	9	15	7 "	640
All	11	15	7 "	640
All	15	15	7 "	640
All	17	15	7 "	640
All	19	15	7 "	640
All	21	15	7 "	640
All	29	15	7 "	640
All	31	15	7 "	640
All	1	13	1 W	640
All	3	13	1 "	640
All	5	13	1 "	640
All	7	13	1 "	640
All	9	13	1 "	640
All	11	13	1 "	640
136 All	15	13	1 W.	640
All	17	13	1 "	640
All	19	13	1 "	640
N. ½	21	13	1 "	320
N. ½ S. W. ¼	21	13	1 "	80
All	1	14	1 "	640
All	3	14	1 "	640
All	5	14	1 "	640
All	7	14	1 "	640
All	9	14	1 "	640
All	11	14	1 "	640
All	13	14	1 "	640
All	15	14	1 "	640
All	17	14	1 "	640
All	19	14	1 "	640
All	21	14	1 "	640
All	23	14	1 "	640
All	25	14	1 "	640

Part of section.	S.	T.	R.	Acres.
All	27	14	1 W.	640
All	29	14	1 "	640
All	31	14	1 "	640
All	33	14	1 "	640
All	35	14	1 "	640
S. ½ N. E. ¼	23	15	1 "	80
S. E. ¼	23	15	1 "	160
E. ½ S. W. ¼	23	15	1 "	80
S. W. ¼ S. W. ¼	23	15	1 "	40
S. E. ¼ N. W. ¼	23	15	1 "	40
All	25	15	1 "	640
All	27	15	1 "	640
S. ½	29	15	1 W.	320
S. ½	31	15	1 "	320
All	33	15	1 "	640
All	35	15	1 "	640
All	1	13	2 "	640
All	3	13	2 "	640
All	5	13	2 "	640
All	7	13	2 "	640
All	9	13	2 "	640
All	11	13	2 "	640
All	13	13	2 "	640
All	15	13	2 "	640
All	17	13	2 "	640
All	23	13	2 "	640
All	25	13	2 "	640
S. ½ N. E. ¼	1	14	2 "	80
S. ½ N. W. ¼	1	14	2 "	80
S. ½	1	14	2 "	320
S. ½ S. E. ¼	9	14	2 "	80
S. ½ S. W. ¼	9	14	2 "	80
S. ½ N. E. ¼	17	14	2 "	80
S. ½ N. W. ¼	17	14	2 "	80
All	19	14	2 "	640
All	21	14	2 "	640
All	23	14	2 "	640
All	25	14	2 "	640
All	27	14	2 "	640
All	29	14	2 "	640
All	31	14	2 "	640
All	33	14	2 "	640
All	35	14	2 "	640
137 All	1	13	3 W.	640
All	3	13	3 "	640
S. ½ S. E. ¼	7	13	3 "	80
S. ½ S. W. ¼	7	13	3 "	80
All	9	13	3 "	640
All	11	13	3 "	640
All	13	13	3 "	640
All	15	13	3 "	640
All	17	13	3 "	640
All	25	14	3 "	640
All	25	14	3 "	640
Total acreage				158,480.08

138 All	1	19	1 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
N. ½	25	"	"	320
N. ½ S. E. ¼	"	"	"	80
N. ½ S. W. ¼	"	"	"	80
All	27	"	"	640
All	29	"	"	640
N. ½	31	"	"	320
N. ½ N. E. ¼	33	"	"	80
N. ½ N. W. ¼	"	"	"	80
S. ½	7	20	1 E.	320
S. ½	9	"	"	320
S. ½ N. E. ¼	11	"	"	80
S. ½ N. W. ¼	11	20	1 E.	80
S. ½	11	"	"	320
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	20	1 E.	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	19	2 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	35	15	1 E.	640
All	1	14	2 "	640
All	3	14	2 "	640
All	5	14	2 "	640
All	7	14	2 "	640
All	9	14	2 "	640
All	11	14	2 "	640
All	13	14	2 "	640
All	15	14	2 "	640
All	17	14	2 "	640
All	19	14	2 "	640
All	21	14	2 "	640
All	23	14	2 "	640
N. ½	25	14	2 "	320
N. ½	27	14	2 "	320
N. ½ S. E. ¼	27	14	2 "	80
N. ½ S. W. ¼	27	14	2 "	80
All	29	14	2 "	640
S. ½ S. E. ¼	1	15	2 "	80
S. ½ S. W. ¼	1	15	2 "	80
S. ½ N. E. ¼	7	15	2 "	80
S. ½ N. W. ¼	7	15	2 "	80
S. ½	7	15	2 "	320
133 All	9	15	2 E.	640
All	11	15	2 "	640
All	13	15	2 "	640
All	15	15	2 "	640
All	17	15	2 "	640
All	19	15	2 "	640
All	21	15	2 "	640
All	23	15	2 "	640
All	25	15	2 "	640
All	27	15	2 "	640
All	29	15	2 "	640
All	31	15	2 "	640
All	33	15	2 "	640
All	35	15	2 "	640
All	1	14	3 "	640
All	3	14	3 "	640
All	5	14	3 "	640
All	7	14	3 "	640
All	9	14	3 "	640
All	11	14	3 "	640
All	13	14	3 "	640
All	15	14	3 "	640
All	17	14	3 "	640
All	19	14	3 "	640
All	21	14	3 "	640
All	23	14	3 "	640
N. ½ N. E. ¼	29	14	3 "	80
N. ½ N. W. ¼	29	14	3 "	80
All	1	15	3 "	640
All	3	15	3 "	640
S. ½	5	15	3 "	320
All	7	15	3 E.	640
All	9	15	3 "	640
All	11	15	3 "	640
All	13	15	3 "	640
All	15	15	3 "	640
All	17	15	3 "	640
All	19	15	3 "	640
All	21	15	3 "	640
All	23	15	3 "	640
All	25	15	3 "	640
All	27	15	3 "	640
All	29	15	3 "	640
All	31	15	3 "	640
All	33	15	3 "	640
All	35	15	3 "	640
All	1	14	4 "	640
All	3	14	4 "	640
All	5	14	4 "	640
All	7	14	4 "	640
All	9	14	4 "	640
All	11	14	4 "	640
All	13	14	4 "	640
All	15	14	4 "	640
All	17	14	4 "	640
All	19	14	4 "	640
N. ½	21	14	4 "	320
N. ½ S. E. ¼	21	14	4 "	80
N. ½ S. W. ¼	21	14	4 "	80

Part of section	S.	T.	R.	Acres.
N. ½				320
134 All	1	15	4 E.	640
All	3	15	4 "	640
All	5	15	4 "	640
All	7	15	4 "	640
All	9	15	4 "	640
All	11	15	4 "	640
All	13	15	4 "	640
All	15	15	4 "	640
All	17	15	4 "	640
All	19	15	4 "	640
All	21	15	4 "	640
All	23	15	4 "	640
All	25	15	4 "	640
All	27	15	4 "	640
All	29	15	4 "	640
All	31	15	4 "	640
All	33	15	4 "	640
All	35	15	4 "	640
S. ½	35	16	4 "	320
All	1	14	5 "	640
All	3	14	5 "	640
All	5	14	5 "	640
All	7	14	5 "	640
All	9	14	5 "	640
All	11	14	5 "	640
All	13	14	5 "	640
All	15	14	5 "	640
All	17	14	5 "	640
N. ½ N. E. ¼	19	14	5 "	80
N. ½ N. W. ¼	19	14	5 "	80
N. ½ N. E. ¼	21	14	5 E.	80
N. ½ N. W. ¼	21	14	5 "	80
N. ½ N. E. ¼	23	14	5 "	80
N. ½ N. W. ¼	23	14	5 "	80
All	1	15	5 "	640
All	3	15	5 "	640
All	5	15	5 "	640
All	7	15	5 "	640
All	9	15	5 "	640
All	11	15	5 "	640
All	13	15	5 "	640
All	15	15	5 "	640
All	17	15	5 "	640
All	19	15	5 "	640
All	21	15	5 "	640
All	23	15	5 "	640
All	25	15	5 "	640
All	27	15	5 "	640
All	29	15	5 "	640
All	31	15	5 "	640
All	33	15	5 "	640
All	35	15	5 "	640
S. ½ N. E. ¼	31	16	5 "	80
S. ½ N. W. ¼	31	16	5 "	80
S. ½	31	16	5 "	320
S. ½ N. W. ¼	33	16	5 "	80
S. ½ N. E. ¼	33	16	5 "	80
S. ½	33	16	5 "	320
S. ½	35	16	5 "	320
135 All	1	14	6 E.	640
All	3	14	6 "	640
All	5	14	6 "	640
All	7	14	6 "	640
All	9	14	6 "	640
All	11	14	6 "	640
All	13	14	6 "	640
All	15	14	6 "	640
All	17	14	6 "	640
N. E. ¼	19	14	6 "	160
N. ½ N. W. ¼	19	14	6 "	80
N. ½	21	14	6 "	320
All	1	15	6 "	640
All	3	15	6 "	640
All	5	15	6 "	640
All	7	15	6 "	640
All	9	15	6 "	640
All	11	15	6 "	640
All	13	15	6 "	640
All	15	15	6 "	640
All	17	15	6 "	640
All	19	15	6 "	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	21	15	6 E.	640
All	23	15	6 "	640
All	25	15	6 "	640
All	27	15	6 "	640
All	29	15	6 "	640
All	31	15	6 "	640
All	33	15	6 "	640
All	35	15	6 "	640
S. ½	31	16	6 "	320
S. ½ S. E. ¼	33	16	6 "	80
S. ½ S. W. ¼	33	16	6 "	80
S. W. ¼ S. E. ¼	35	16	6 "	40
S. ½ S. W. ¼	35	16	6 "	80
All	7	14	7 "	640
S. W. ¼ S. E. ¼	1	15	7 "	40
S. ½ S. W. ¼	1	15	7 "	80
S. ½ N. E. ¼	3	15	7 "	80
S. ½ N. W. ¼	3	15	7 "	80
S. ½	3	15	7 "	320
N. W. ¼ N. E. ¼	5	15	7 "	40
S. ½ N. E.	5	15	7 "	80
S. ½	5	15	7 "	320
N. W. ¼	5	15	7 "	160
All	7	15	7 "	640
All	9	15	7 "	640
All	11	15	7 "	640
All	15	15	7 "	640
All	17	15	7 "	640
All	19	15	7 "	640
All	21	15	7 "	640
All	29	15	7 "	640
All	31	15	7 "	640
All	1	13	1 W	640
All	3	13	1 "	640
All	5	13	1 "	640
All	7	13	1 "	640
All	9	13	1 "	640
All	11	13	1 "	640
136 All	15	13	1 W.	640
All	17	13	1 "	640
All	19	13	1 "	640
N. ½	21	13	1 "	320
N. ½ S. W. ¼	21	13	1 "	80
All	1	14	1 "	640
All	3	14	1 "	640
All	5	14	1 "	640
All	7	14	1 "	640
All	9	14	1 "	640
All	11	14	1 "	640
All	13	14	1 "	640
All	15	14	1 "	640
All	17	14	1 "	640
All	19	14	1 "	640
All	21	14	1 "	640
All	23	14	1 "	640
All	25	14	1 "	640
All	27	14	1 W.	640
All	29	14	1 "	640
All	31	14	1 "	640
All	33	14	1 "	640
All	35	14	1 "	640
137 All	1	13	3 W.	640
All	3	13	3 "	640
S. ½ S. E. ¼	7	13	3 "	80
S. ½ S. W. ¼	7	13	3 "	80
All	9	13	3 "	640
All	11	13	3 "	640
All	13	13	3 "	640
All	15	13	3 "	640
All	17	13	3 "	640
All	25	14	3 "	640
All	25	14	3 "	640
Total acreage	...	...	...	158,480.06

138 All	1	19	1 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
N. ½	25	"	"	320
N. ½ S. E. ¼	"	"	"	80
N. ½ S. W. ¼	"	"	"	80
All	27	"	"	640
All	29	"	"	640
N. ½	31	"	"	320
N. ½ N. E. ¼	33	"	"	80
N. ½ N. W. ¼	"	"	"	80
S. ½	7	20	1 E.	320
S. ½	9	"	"	320
S. ½ N. E. ¼	11	"	"	80
S. ½ N. W. ¼	11	20	1 E.	80
S. ½	11	"	"	320
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	20	1 E.	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	19	2 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	19	19	2 E.	640
All	21	"	"	640
All	23	"	"	640
N. ½	25	"	"	320
N. ½	27	"	"	320
N. ½	29	"	"	320
N. ½ S. E. ¼	29	"	"	80
N. ½ S. W. ¼	29	"	"	80
S. ½	1	20	2 E.	320
S. ½ S. E. ¼	3	"	"	80
S. ½ S. W. ¼	"	"	"	80
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
139 All	13	20	2 E.	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	19	3 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	1	20	3 E.	640
S. ½ N. E. ¼	3	"	"	80
S. ½ N. W. ¼	3	"	"	80
S. ½	3	"	"	320
S. ½	5	"	"	320
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	20	3 E.	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	19	4 E.	640
All	3	"	"	600
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
N. ½	19	"	"	320
N. ½	21	"	"	320
All	1	20	4 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
140 All	15	20	4 E.	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640

Part of section.	S.	T.	R.	Acres.
All	27	20	4 E.	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½ S. E. ¼	31	21	4 E.	80
S. ½ S. W. ¼	"	"	"	80
S. ½	33	"	"	320
S. ½ N. E. ¼	35	"	"	80
S. ½ N. W. ¼	35	"	"	80
S. ½	35	"	"	320
All	1	19	5 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
N. ½ N. E. ¼	21	"	"	80
N. ½ N. W. ¼	"	"	"	80
N. ½ N. E. ¼	23	"	"	80
N. ½ N. W. ¼	"	"	"	80
All	1	20	5 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½ N. E. ¼	31	21	5 E.	80
S. ½ N. W. ¼	31	"	"	80
S. ½	31	"	"	320
S. ½	33	"	"	320
S. ½	35	"	"	320
All	1	19	6 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
141 All	15	19	6 E.	640
All	17	"	"	640
N. ½ N. E. ¼	19	"	"	80
N. ½ N. W. ¼	19	"	"	80
N. ½ N. E. ¼	21	"	"	80
N. ½ N. W. ¼	21	"	"	80
N. ½	23	"	"	320
All	1	20	6 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½ N. E. ¼	31	21	6 E.	80
S. ½ N. W. ¼	31	"	"	80

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
S½	31	21	6 E.	320
S½	33	"	"	320
S. ½ S. E. ¼	35	"	"	80
S. ½ S. W. ¼	35	21	6 E.	80
N. E. ¼	1	19	7 E.	160
N. ½ S. E. ¼	1	"	"	80
N. W. ¼ S. W. ¼	1	"	"	40
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
S. ½ N. E. ¼	11	"	"	80
S. ½	11	"	"	320
S. ½ N. W. ¼	11	"	"	80
N. W. ¼ N. W. ¼	11	"	"	40
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
N. ½	19	"	"	320
N. ½ S. E. ¼	19	"	"	80
N. E. ¼ S. W. ¼	19	"	"	40
E. ½	21	"	"	320
E. ½ S. W. ¼	21	"	"	80
N. W. ¼ S. W. ¼	21	"	"	40
N. W. ¼	21	"	"	160
All	23	"	"	640
N. ½ N. E. ¼	25	"	"	80
N. E. ¼ N. W. ¼	25	"	"	40
S. ½	1	20	7 E.	320
S. ½ N. E. ¼	3	"	"	80
S. ½ N. W. ¼	3	"	"	80
S. ½	3	"	"	320
All	5	"	"	640
142 All	7	20	7 E.	640
N. ½	9	"	"	320
S. E. ¼	9	"	"	160
N. ½ S. W. ¼	9	"	"	80
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
E. ½	21	"	"	320
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
S. W. ¼	29	"	"	160
N. W. ¼ N. W. ¼	29	"	"	40
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
N. E. ¼	1	19	8 E.	160
N. ½ N. W. ¼	1	"	"	80
S. W. ¼ N. W. ¼	1	"	"	40
W. ½ S. W. ¼	1	"	"	80
N. E. ¼	3	"	"	160
N. ½ S. E. ¼	3	"	"	80
S. E. ¼ S. E. ¼	3	"	"	40
E. ½ N. E. ¼	5	"	"	80
N. ½ S. E. ¼	5	"	"	80
S. E. ¼ S. E. ¼	5	"	"	40
E. ½ N. W. ¼	5	"	"	80
N. W. ¼ N. W. ¼	5	"	"	40
N. E. ¼ N. E. ¼	9	19	8 E.	40
E. ½ S. E. ¼	9	"	"	80
S. W. ¼ S. E. ¼	9	"	"	40
N. W. ¼ S. W. ¼	9	"	"	40
E. ½ N. E. ¼	11	"	"	80
N. E. ¼ S. E. ¼	11	"	"	40
S. W. ¼ S. E. ¼	13	"	"	40
E. ½ S. W. ¼	13	"	"	80
S. W. ¼ N. W. ¼	13	"	"	40
S. ½ N. E. ¼	15	"	"	80
S. ½	15	"	"	320
N. W. ¼	15	"	"	160
S. ½ N. E. ¼	17	"	"	80
S. ½	17	"	"	320
N. W. ¼	17	"	"	160
All	21	"	"	640
S. W. ¼	23	"	"	160
W. ½ N. W. ¼	23	19	8 E.	80
E. ½ N. E. ¼	25	"	"	80
E. ½ S. E. ¼	25	"	"	80
S. ½ N. W. ¼	25	"	"	80
N. W. ¼ N. W. ¼	25	"	"	40
All	27	"	"	640
All	29	"	"	640
N. ½ N. E. ¼	33	"	"	80
S. ½	33	"	"	320
All	35	"	"	640
All	1	19	9 E.	640
All	3	"	"	640
N. ½	5	"	"	320
N. W. ¼	7	"	"	160
N. W. ¼ S. W. ¼	7	"	"	40
E. ½ S. E. ¼	9	"	"	80
N. W. ¼	11	"	"	160
N. W. ¼ S. W. ¼	11	"	"	40
N. ½	13	"	"	320
S. E. ¼	13	"	"	160
N. ½	15	"	"	320
S. E. ¼	15	"	"	160
N. E. ¼ S. W. ¼	15	"	"	40
N. E. ¼	17	"	"	160
N. ½ S. E. ¼	17	"	"	80
S. W. ¼ S. E. ¼	17	19	9 E.	40
N. E. ¼ N. E. ¼	19	"	"	40
S. W. ¼ N. W. ¼	19	"	"	40
N. W. ¼ S. W. ¼	19	"	"	40
S. ½ N. E. ¼	7	20	9 E.	80
S. ½ N. W. ¼	7	"	"	80
S. ½	7	"	"	320
S. ½ S. W. ¼	9	"	"	80
S. ½ N. E. ¼	15	"	"	80
S. ½ N. W. ¼	15	"	"	80
S. ½	15	"	"	320
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	5	19	10 E.	640
N. W. ¼ N. W. ¼	3	"	"	40
All	7	"	"	640
N. W. ¼ N. W. ¼	9	"	"	40
N. ½ N. W. ¼	17	"	"	80
N. ½	19	"	"	320
S. ½	19	20	10 E.	320
All	29	"	"	640
All	31	"	"	640
144 All	33	20	10 E.	640
All	1	19	1 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	11	19	1 W.	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
N. ½	35	"	"	320
N. ½ S. E. ¼	35	"	"	80
N. ½ S. W. ¼	35	"	"	80
All	13	20	1 W.	640
All	15	"	"	640
S. ½ N. E. ¼	17	"	"	80
S. ½ N. W. ¼	17	"	"	80
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	20	1 W.	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
N. ½ N. E. ¼	5	18	1 W.	80
N. ½ N. W. ¼	5	"	"	80
All	1	18	2 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
N. ½	11	"	"	320
145 N. ½ N. E. ¼	15	18	2 W.	80
N. ½ N. W. ¼	15	"	"	80
All	17	"	"	640
All	19	"	"	640
All	1	19	2 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	13	20	2 W.	640
All	15	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	20	2 W.	640
All	35	"	"	640
All	1	18	3 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	27	"	"	640

Part of section.	S.	T.	R.	Acres.
All	29	18	3 W.	640
All	31	"	"	640
N. ½	33	"	"	320
W. ½ S. E. ¼	33	"	"	80
S. W. ¼	33	"	"	160
All	1	19	3 W.	640
All	3	"	"	640
S. ½	5	"	"	320
S. ½	7	"	"	320
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	19	3 W.	640
146 All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½	25	20	3 W.	320
S. ½	35	"	"	320
All	1	18	4 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	13	19	4 W.	640
S. E. ¼	15	"	"	160
S. ½	21	"	"	320
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
E. ½	29	"	"	320
S. W. ¼	29	"	"	160
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	18	5 W.	640
S. ½	3	"	"	320
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	13	15	7 W.	640
Lots 1, 2, 3, & 4	15	"	"	160
Lots 1, 2, 3, & 4	17	"	"	40
All	19	"	"	610
All	21	"	"	640
All	23	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	1	14	8 W.	640
All	3	"	"	640
All	5	"	"	610
All	7	"	"	640
All	9	"	"	610
All	11	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	29	"	"	640
All	31	"	"	640
147 Lots 1, 2, 3, & 4	13	15	8 W.	40
Lots 1, 2, 3, & 4	15	"	"	40
Lots 1, 2, 3, & 4	17	"	"	40
All	7	"	"	640
All	19	"	"	640
All	21	"	"	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	23	15	8 W.	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
W. ½ N. E. ¼	1	13	9 W.	80
W. ½ S. E. ¼	1	"	"	80
W. ½	1	"	"	320
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	17	"	"	640
N. ½	19	"	"	320
N. ½ S. E. ¼	19	"	"	80
S. W. ¼ S. E. ¼	19	"	"	40
S. W. ¼	19	"	"	160
All	1	14	9 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	14	9 W.	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	15	9 W.	640
S. E. ¼	9	"	"	160
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
S. E. ¼	17	"	"	160
S. ½	19	"	"	320
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	13	10 W.	640
All	3	"	"	640
148 All	5	13	10 W.	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
N. ½	25	"	"	320
N. ½ S. E. ¼	25	"	"	80
N. ½ S. W. ¼	25	"	"	80
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	1	14	10 W.	640
All	3	"	"	640
E. ½	9	"	"	320
S. W. ¼	9	"	"	160
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	14	10 W.	640
All	21	"	"	640

Part of section.	S.	T.	R.	Acres.
All	23	14	10 W.	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. fractional ½	27	15	10 W.	320
E. " ½	33	15	10 W.	320
All	1	12	11 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	1	13	11 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
149 All	17	13	11 W.	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½ N. E. ¼	13	14	11 W.	80
S. ½ N. W. ¼	13	"	"	80
S. ½	13	"	"	320
S. ½	21	"	"	320
S. ½	23	"	"	320
All	25	"	"	640
All	27	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	12	12 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	15	"	"	640
All	17	"	"	640
All	1	13	12 W.	640
S. ½	3	"	"	320
S. ½	7	13	12 W.	320
E. ½	9	"	"	320
S. W. ¼	9	"	"	160
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	12	13 W.	640
All	2	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	33	"	"	640
E. ½	13	13	13 W.	320
S. W. ¼	13	"	"	160

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.	Part of section.	S.	T.	R.	Acres.
150 S. ½	15	13	13 W.	320	All	33	13	14 W.	640
S. ½	19	"	"	320	All	35	"	"	640
All	21	"	"	640	All	1	11	15 W.	640
All	23	"	"	640	All	3	"	"	640
All	25	"	"	640	All	5	"	"	640
All	27	"	"	640	S. ½ N. E. ¼	1	12	15 W.	80
All	29	"	"	640	S. ½ N. W. ¼	1	"	"	80
All	31	"	"	640	S. ½	1	"	"	320
All	33	"	"	640	All	9	"	"	640
All	35	"	"	640	All	11	"	"	640
All	1	12	14 W.	640	All	13	"	"	640
All	3	"	"	640	All	15	"	"	640
All	5	"	"	640	All	17	"	"	640
All	7	"	"	640	All	19	"	"	640
All	9	"	"	640	All	21	"	"	640
All	11	"	"	640	All	23	"	"	640
All	13	"	"	640	All	25	"	"	640
All	15	"	"	640	All	27	"	"	640
All	17	"	"	640	All	29	"	"	640
All	19	"	"	640	All	31	"	"	640
All	21	"	"	640	All	33	"	"	640
All	23	"	"	640	All	35	"	"	640
All	25	"	"	640	E. ½	1	11	16 W.	320
All	27	"	"	640	E. ½	13	12	16 W.	320
All	29	"	"	640	E. ½	25	"	"	320
All	31	"	"	640					
All	33	"	"	640					374,720
All	35	"	"	640					158,480
S. ½	25	13	14 W.	320					
S. ½	27	"	"	320	Total acres				533,200

151 Upon the back of said bill and schedules appear endorsements in words and figures following, to wit:

United States circuit court, district of Nebraska. The United States vs. The Burlington and Missouri River Railroad Company in Nebraska. Bill of complaint. James Neville, U. S. att'y, dist. Neb. Filed Feb'y 8, 1875. Watson B. Smith, clerk.

Thereupon, afterwards, to wit, on said 8th day of February, 1875, a subpœna was issued in said case, which said subpœna is in words and figures following, to wit:

UNITED STATES OF AMERICA,
District of Nebraska, ss:

The President of the United States of America to the Burlington and Missouri River Railroad Company in Nebraska, greeting:

152 We command you and each of you that you appear before the judges of the circuit court of the United States for the district of Nebraska, at Omaha, on the first Monday in March next, it being the first day of March, A. D. 1875, to answer to the bill of complaint of the United States this day filed in the office of the clerk of said court, and then and there to receive and abide by such order and decree as shall then or thereafter be made, upon pain of the said bill being taken as confessed against you and decree be pronounced accordingly.

Witness the Hon. Morrison R. Waite, Chief Justice of the Supreme Court of the United States, at Omaha, this 8th day of February, A. D. 1875, and of the Independence the 99' year.

[SEAL.] WATSON B. SMITH, *Clerk.*

MEMORANDUM.—The above-named defendant is notified that unless it enter its appearance in the clerk's office of said court, at Omaha,

153 aforesaid, on or before the day to which the above writ is returnable, as above stated, the complaint will be taken against it as confessed, and a decree entered thereon accordingly.

WATSON B. SMITH, *Clerk.*

Upon the back of said subpœna appear endorsements in words and figures following, to wit:

No. 113. Doc. C. Circuit court of the United States for the district of Nebraska. In chancery. The United States vs. The Burlington and Missouri River Railroad Co. in Neb. Subpœna in chancery. Returnable to rule day, first Monday in March, 1875. Watson B. Smith, clerk. Returned and filed Feb'y 10, 1875. Watson B. Smith, clerk. James Neville, comp't's sol.

DISTRICT OF NEBRASKA, *ss:*

I hereby certify and return that on the 8th day of February, 1875, I received this subpœna in chancery, and on the 9th day of Feb-
154 ruary, 1875, I served the same upon the within-named The Burlington and Missouri Railroad Co. in Nebraska, in Cass County, State and district of Nebraska, by delivering to and leaving with W. Irving, act'g general superintendant of the said company, a certified copy of this subpœna, with all the endorsements thereon, after making diligent search and being unable to find the president or vice-president or other chief officer of the said company within my district on whom to make said service.

WILLIAM DAILY,
United States Marshal for the Dist. of Neb.,
By ELLIS L. BIERBOWER,
Deputy United States Marshal.

Thereupon, afterwards, to wit, on the first day of March, 1875, an appearance was filed in said case, which said appearance is in words and figures following, to wit:

THE UNITED STATES
vs.
THE BURLINGTON & MO. RIVER R'Y CO. IN Neb.

154½ Please enter my appearance for the defendant in the above-entitled cause.
Dated March 1, '75.

T. M. MARQUETTE,
Solicitor for Def't.
J. M. WOOLWORTH,
Of Counsel.

Upon the back of said appearance appear endorsements in words and figures following, to wit:

No. 113 C. United States vs. The Burlington & Mo. River R'y Co. in Neb. Appearance of def't received and filed March 1, 1875. Watson B. Smith, clerk.

Thereupon the appearance of said defendant was entered in the rule-book of said court on said first day of March, 1875, as appears of record on folio 32, rule-book "A" of said court, to wit:

THE UNITED STATES
vs.
THE BURLINGTON AND MISSOURI RAILROAD Co. in Nebraska.

On this day, J. M. Woolworth, esq., of counsel, and T. M. Mar-
155 quette, solicitor, filed and entered their appearance for and on behalf of said defendant.

WATSON B. SMITH, *Clerk.*

Thereupon afterwards, to-wit, on the 5th day of April, 1875, a demurrer was filed in said case, which said demurrer is in words and figures following, to wit:

In the United States circuit court, district of Nebraska.

The demurrer of the Burlington and Missouri River Railroad Company in Nebraska to the bill of complaint of the United States of America.

This defendant, by protestation, not confessing or acknowledging all or any of the matters and things in the said bill to be true, in such manner and form as the same are therein alleged, demurs thereto, and for cause of demurrer shows that the said plaintiffs have not in and
156 by their said bill made or stated such a case as entitles them to any such relief as is thereby prayed for from or against this defendant. Wherefore this defendant demands the judgment of this honorable court whether it shall be compelled to make any further or other answer to the said bill, or any of the matters & things therein contained, and prays to be hence dismissed with his reasonable costs in this behalf sustained.

T. M. MARQUETTE,
Sol. for Def't.
J. M. WOOLWORTH.
Of Counsel.

I hereby certify that above demurrer is in my opinion good in point of law.

J. M. WOOLWORTH,
Counselor.

Upon the back of said demurrer appear indorsements in words and figures following, to wit:

113 C. U. S. cir't c't. U. S. *vs.* B. & M. R. R. Co. in Neb. Demurrer. T. M. Marquette, sol. Received and filed April 5, 1875. Watson B. Smith, clerk.

157 Thereupon afterwards at the May term of said court and on the 8th day of May, 1875, the following proceedings were had in said case, as appears of record on folio 233, Journal C of said court, to wit:

UNITED STATES
vs.
BURLINGTON & MO. RIVER RAILROAD Co. in Neb.

Ordered that the demurrer of the defendant herein to the bill of complaint of said complainant be and the same is set for argument on June 1, 1875.

Thereupon afterwards at the May adjourned term of said court and on the first day of June, 1875, the following proceedings were had in said case, as appear of record on folio 272, Journal C of said court, to wit:

THE UNITED STATES
vs.
THE BURLINGTON & MISSOURI RIVER RAILroad Co.

158 This cause, this day, came on to be heard on the demurrer of said defendant to the bill of complaint of said complainant and was argued to the court by James Neville, U. S. atty. on behalf of the complainant, and by Mess. J. M. Woolworth & T. M. Marquette on behalf of said defendant.

Whereupon it is considered by the court, the same being fully advised in the premises, that said demurrer is well taken, and the same is sustained.

Whereupon, on motion of counsel for the United States, leave is granted said complainant to amend its bill of complainant in ninety days from this day.

Thereupon afterwards at the May adjourned term of said court and on the 26th day of July, 1875, the following proceedings were had in said case, as appears of record on folio 321, Journal C of said court, to wit:

THE UNITED STATES
vs.
THE BURLINGTON AND MISSOURI RIVER Railroad Company in Neb.

159 On motion of James Neville, esq., U. S. attorney, said U. S. attorney has time until the 10th day of October next in which to file a new or amended bill in this cause.

Thereupon afterwards, to wit: on the 9th day of October, 1875, an amended bill was filed in said case, which said amended bill is in words and figures following, to wit:

In the circuit court of the United States for the district of Nebraska.

THE UNITED STATES
vs.
THE BURLINGTON AND MISSOURI RIVER Railroad Company in Nebraska.

To the judges of the circuit court of the United States for the district of Nebraska.

The United States of America, by James Neville, United States
160 attorney for the district of Nebraska, brings this their bill of complaint against the Burlington & Missouri River Railroad Company in Nebraska, and for cause of complaint says:

I.

1. That under and by virtue of an act of Congress of the United States entitled "An act to aid in the construction of a railroad and tele-

graph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July 1st, 1862, the Union Pacific Railroad Company was incorporated with power and authority to lay out, locate, construct, furnish, maintain, and enjoy a continuous line of railroad and telegraph, with the appurtenances, from a point on the one hundred' meridian of longitude west from Greenwich, between the south margin of the valley of the Platte River, in the then Territory of Nebraska, to the western boundary of Nevada Territory, upon the route therein
161 provided, and with divers powers, privileges, immunities, franchises, and duties granted to and imposed upon it as by the said act, reference thereunto being had, will appear. And by the third section of said act it was enacted, "That there be and hereby is granted to the said company for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land, designated by odd numbers, to the amount of five alternate sections per mile on each side of said railroad, on the line thereof and within the limits of ten miles on each side of said road not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed."

By the fourteenth section of said act it was further enacted,
162 "That the said Union Pacific Railroad Company is hereby authorized and required to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connection with the line of said company at some point on the one hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions in all respects as are contained in this act for the construction of the railroad and telegraph first above mentioned."

II.

2. That by the act of Congress entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure
163 to the government the use of the same for postal, military, and other purposes,' approved July 1, 1862," which last-entitled act was approved July 2, 1864, it was, among other things, by the fourth section of said act enacted, "that section three of said act first above entitled be hereby amended by striking out the word "five" where the same occurs in said section, and by inserting in lieu thereof the word "ten"; striking out the word "ten" where the same occurs in said section, and by inserting in lieu thereof the word "twenty"; and by sections eighteen, nineteen, and twenty thereof it was further enacted as follows: "That the Burlington & Missouri River Railroad Company, a corporation organized under and by virtue of the laws of the State of Iowa, be and hereby is authorized to extend its road through the Territory of Nebraska, from a point where it strikes the Missouri River south of the mouth of the Platte River, to some point not further west
164 than the one hundredth meridian of west longitude, so as to connect by the most practicable route with the main trunk of the Union Pacific Railroad, or that part of it which runs from Omaha to the

said one hundredth meridian of west longitude; and for the purpose of enabling said Burlington & Missouri River Railroad Company to construct that portion of their road herein authorized the right of way through the public lands is hereby granted to said company for the construction of said road, and the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other material for the construction thereof. Said right of way is granted the said company to the extent of two hundred feet where it may pass over the public lands, including all necessary grounds for station buildings, workshops,
depots, machine shops, switches, side tracks, turn tables, and
165 water stations, and the United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this section, and required for the said right of way and grant of land herein made.

"SECTION 19. And be it further enacted, That for the purpose of aiding in the construction of said road there be, and hereby is, granted to the said Burlington & Missouri River Railroad Company every alternate section of public land (excepting mineral land, as approved in this act) designated by odd numbers, to the amount of ten alternate sections per mile on each side of said road, on the line thereof, and not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed: Provided, That said company shall
166 accept this grant within one year from the passage of this act by filing such acceptance with the Secretary of the Interior, and shall also establish the line of said road and file a map thereof with the Secretary of the Interior within one year from the date of said acceptance, when the said Secretary shall withdraw the lands embraced in this grant from market.

"SECTION 20. And be it further enacted, That whenever said Burlington & Missouri River Railroad Company shall have completed twenty consecutive miles of the road mentioned in the foregoing section, in the manner provided for other roads mentioned in this act and the act to which this is an amendment, the President of the United States shall appoint three commissioners to examine and report to him in relation thereto, and if it shall appear to him that twenty miles of said road has been completed, as required by this act, then, upon certificate
167 of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company on each side of said road, as far as the same is completed, to the amount aforesaid, and such examination, report, and conveyance by patents shall continue from time to time in like manner until said road shall have been completed. And the President shall appoint said commissioners to fill vacancies in said commission, as provided in relation to other roads mentioned in the act to which this is an amendment, and the said company shall be entitled to all the privileges and immunities granted the Hannibal & St Joseph Railroad Company by said last mentioned act, so far as the same may be applicable: Provided, That no government bonds shall be issued to the said Burlington & Missouri River Railroad Company to aid in construction of said extension of its road: And provided further,
168 That said extension shall be completed within the period of ten years from the passage of this act.

4. That the Burlington & Missouri River Railroad Company, in the above recited sections of said act mentioned, accepted the grant therein

contained within thirty days from the approval of the act of Congress making the said land grant to defendants, and established the line of its road, and filed a map thereof with the Secretary of the Interior, on the 22nd day of June, 1865.

III.

1. That Congress passed a joint resolution as follows:

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the act of Congress, approved July 2nd, 1864, granting certain lands to the Burlington & Missouri River Railroad Company to aid in extending its road through the then Territory of Nebraska, to connect with the Union Pacific
169 Railroad Company, shall be construed so as to authorize the Burlington & Missouri River Railroad Company to assign and convey to a railroad company to be organized under the laws of the State of Nebraska all the rights, powers, and privileges, granted and conferred by said act, and subject to all the conditions and requirements therein contained."

Which resolution was approved on the tenth day of April, A. D. 1869.

IV.

1. That the said defendant, the Burlington & Missouri River Railroad Company in Nebraska, was thereupon organized and incorporated under and by virtue of the laws of the State of Nebraska, that is to say, subdivision entitled Railroads, of chapter twenty-five of the revised statutes of said State, with full power to build the railroad in the aforesaid acts mentioned. And thereupon the said Burlington & Missouri River
170 Railroad Company, for value by it therefor received, assigned, and conveyed to the said defendant all the rights, powers, and privileges which were granted or conferred by the above entitled act of July 2nd, 1864.

V.

2. That thesaid Union Pacific Railroad Company entered upon the work of constructing its said railroad and telegraph lines, as well as those commencing on the one hundredth meridian of longitude, and running thence west, as those commencing on the western boundary of the State of Iowa, and running west to the said one-hundredth meridian, and then connecting with the first above mentioned lines, and completed both thereo on the fourth day of July, 1869, as the complainant is informed.

VI.

1. That on the fourth day of July, A. D. 1869, the said Burlington & Missouri River Railroad Company in Nebraska, under and by
171 virtue of the authority upon it so as aforesaid conferred, commenced the construction of said road at the initial point on the Missouri River at Plattsmouth, in Cass County, and thereafter prosecuted the same with such vigor that on the 2nd day of September, 1872, it had completed the same through the counties of Cass, Saunders, Lancaster, Saline, Filmore, Clay, Adams, and Kearney to Fort Kearney, in the last named county, where it made a junction with the said Union Pacific Railroad Company's road, as in the act secondly above entitled. That as each twenty miles of said road was completed from said Plattsmouth to said Kearney, commissioners were appointed by the President of the United States to examine each twenty miles of said road, and said com-

missioners, at the several times when each twenty miles was completed, did examine and report as required by section twenty of the act granting lands to said company. That as said reports were made lands
172 were granted on each side of the road, for the distance of twenty miles of said road when that distance had been completed.

VII.

1. That on the line of the said defendant's railroad, and within the limits of twenty miles of said road, as specified by the act of July 2, 1864, portions of the lands had been sold, homesteaded, pre-empted, and reserved, or otherwise disposed of by the United States at the time of the taking effect of the said grant to the said defendant. Thereupon the said defendant made application to the proper department of the United States for patents of lands being outside of the limits of twenty miles on each side of said road, as contained in the said act of July 2, 1864, in lieu of these lands within the limits of said twenty miles which had been disposed of as aforesaid.

VIII.

2. That thereafter, from the 31st day of May until the 7th day
173 of November, 1872, the Commissioner of the General Land Office made and delivered to the said defendant company several certificates to the effect that it was entitled to such lands and letters patent therefor; and afterwards, and at divers times, to wit, June 15th, 1872, June 28th, 1872, September 19th, 1872, and November 12th, 1872, and November 20th, 1872, five several patents were issued to said company, wherein were, among others, conveyed to said defendant lands to the extent of 1,200,000 acres, of the value of five millions of dollars, which were more than twenty miles distant from the line of the said road of said B. & M. R. R. Co., and not within the said twenty-mile limit specified in the said act of July 2nd, 1864, a full description of which said lands being outside of said limit, together with the number of the several counties in which the same are situate is set forth in the schedules hereto annexed marked A, B, C, D, E, F, G, and H, and which the complainants pray may be taken as part of this bill.

174 IX.

That the lands in odd-numbered sections, embraced in the grant to the defendants, lying and being within the limit of twenty sections from the line of defendants' road, was withdrawn from market by the Secretary of the Interior on the first day of July, 1865, and the lands finally patented to defendants, lying and being distant more than twenty sections from line of defendants' road, were not withdrawn from market until the 31st day of May, 1872.

X.

That at the time of the definite location of the line of defendants' road, to wit, on the 22nd day of June, 1865, and at the time of the completion of the first twenty miles of defendants' railroad west from Plattsmouth, there were one hundred and sixty-two odd-numbered sections of land lying on the south side of said twenty miles of completed road, and within the limit of twenty miles distant from said completed

road, which had been pre empted, homesteaded, sold, and otherwise disposed of; that in lieu of said one hundred and sixty-two odd-numbered sections of land, so as aforesaid otherwise disposed of, the defendants selected and located and procured patents to land in odd-numbered sections to an equal amount in Webster County, Nebraska, distant more than twenty sections from the line of the defendants' railroad as originally fixed, and distant more than one hundred and twenty miles west from the western terminus of the first completed twenty miles of defendants' road, a definite and full description of said lands in Webster County being set forth in a schedule marked "Exhibit A," and made a part of this bill, the said lands in said schedule here referred to being those first named to the amount of one hundred and sixty-two sections, and the remaining lands in this schedule, to the number of twenty-six sections, being those secondly referred to; that the defendants could have procured patents to the same amount of public lands in odd-numbered sections directly south from the line of said twenty miles of their road at the time of the definite location of the line of their road, and at the time of the completion of the first twenty miles thereof; that at the time of the definite location of defendants' road, and at the time of the completion of said first twenty miles thereof, the defendants could have secured patents to one hundred and sixty-two odd-numbered sections of public lands south of said road, distant from said completed twenty miles of road not more than sixty miles and nearer to the general line of defendants' road by twenty miles.

XI.

That at the time of the definite location of the line of defendants' road, and at the time of the completion of the second twenty miles of defendants' road west from Plattsmouth, there were lands in odd-numbered sections, to the amount of forty-eight sections, lying and being within the limit of twenty sections south from the line of said completed second twenty miles of road which had been pre empted, homesteaded, sold or otherwise disposed of by the United States. That in lieu of said lands so last aforesaid disposed of, the defendants selected and located and the United States patented to said defendants land in odd-numbered sections to the amount of forty-eight sections, lying and being in Webster and Franklin Counties, Nebraska, south of the line of defendants' road, and distant from the original line of the said road more than twenty miles or twenty sections, and distant west from the west terminus of the said completed second twenty miles of defendants' road more than one hundred miles. A further and full description of said last-named lands is shown in schedules A and B, which are made a part of this bill, the same being the last-described lands, to the amount of twenty-six sections in said schedule A, and the first described lands in schedule B, to the amount of twenty-two sections in said schedule. That there were other public lands in odd-numbered sections to the amount last aforesaid lying and being directly south from the line of said completed second twenty miles of defendants' road not otherwise disposed of by the United States, at the time last aforesaid. That there were public lands to the amount last aforesaid in odd-numbered sections not otherwise disposed of by the United States at the time last aforesaid distant from the said last-named twenty miles of road more than sixty miles, but distant from the line of said road more than twenty miles.

XII.

That at the time of the define location of the line of defendants'
179 road, and at the time of the completion of the third twenty miles of said road west from Plattsmouth, there were lands in odd-numbered sections to the amount of twenty two sections, lying and being within the limit of twenty sections south from the line of said road, and within the limit of twenty sections south from the line of said completed third twenty miles of said road, which had been sold, reserved, pre-empted, homesteaded, and otherwise disposed of by the United States. That in lieu of said last-named lands, the defendants selected and located, and the United States officers patented to defendant an equal amount of land in odd-numbered sections, lying and being in Franklin County, Nebraska, south of the line of defendants' road as first located, and distant from the nearest line of said original line of road more than twenty sections, and distant west from the west terminus of
the said completed third twenty miles of defendants' road more
180 than one hundred miles. A further and full description of said last-named lands are shown in a schedule marked "B," hereto attached and made a part of this bill, the same being the lands secondly described in said schedule B, to the amount of twenty-two sections. That there were other public lands undisposed of by the United States, lying and being in odd-numbered sections directly south of the line of said third completed twenty miles of defendants' road, which defendant could have selected and secured patents for at the time of the definite location of the line of defendants' road, and at the time of the completion of the said last-named twenty miles of road, so that defendant could have procured directly south on the south side of said road patents to ten odd-numbered sections opposite each mile of said last-named twenty miles of road.

XIII.

181 That at the time of the definite location of the line of the defendants' road, and at the completion of the fourth twenty miles of said road west from Plattsmouth, there were public lands in odd-numbered sections, to the amount of twenty sections, lying and being within the limit of twenty sections south from the line of defendants' road, and within the limit of twenty sections south from the line of said last-mentioned completed fourth twenty miles of said road, which had been sold, reserved, homesteaded, pre-empted, or otherwise disposed of by the United States. That in lieu of said last-named lands the defendants selected and located, and the United States officers patented to the defendants an equal amount of lands in odd-numbered sections, lying and being in Franklin County, Nebraska, south of the line of defendants' road, and
distant from the nearest original line of the railroad of defend-
182 ants, as first located, more than twenty sections, and distant west from the west terminus of the said completed fourth twenty miles of defendants' road more than one hundred miles. A further and full description of said last-named lands are shown in a schedule marked "B," and made a part of this bill, the said lands being the first lands, to the amount of twenty sections, described after the first lands to the amount of forty-two sections before referred to in said schedule B. That there were other public lands undisposed of by the United States, lying and being in odd-numbered sections directly south of the line of said fourth completed twenty miles of defendants' road, and not distant from said road more than sixty miles, which defendants could have

selected and secured patents for at the time of the definite location of defendants' road, and at the time of the completion of said last-named twenty miles of road, so that defendant could have procured directly south, opposite each completed mile of road, patents to ten odd-
183 numbered sections opposite each mile of said last-named twenty miles of road when completed.

XIV.

That at the time said last-named twenty miles of said road was completed, the defendant diverged from the original definite location of the line of their road, under and by virtue of an act of Congress approved May 6th, 1870, which said act of Congress is in the words following, to wit:

XV.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Burlington & Missouri River Railroad Company, or its assigns, in the State of Nebraska, may so far change the location of that portion of its line that lies west of the city of Lincoln, in said State, as shown by the map thereof now on file in the General Land Office of the United States, so as to secure a better and more practical route and to connect with the Union Pacific Railroad at or near the Fort Kearney reservation,
184 said new line to be located within the limits of the land-grant made by the United States to aid in its construction: Provided, however, That said line shall not be located farther south than the southern boundary line of township number seven in said State; and said change shall not impair the right to, nor change the location of, said land-grant, and the said company or its assigns shall receive no different or other or greater quantity of land than if this act had not passed and no change had been made in the located line of said road."

XVI.

That at the time of the definite location of the line of defendants' road, and at the time of the completion of the west twenty miles of said road, there were one hundred and twenty-one odd-numbered sections of public land which had been reserved and otherwise disposed of by the United States lying and being within the limits of twenty
185 sections south from the line of said last-named twenty miles of road and within the limits of twenty sections south of the original line of defendants' road as first definitely located by defendant. That in lieu of said last-named sections of land the defendant selected and located, and the United States officers patented to defendant an equal amount of land lying and being in odd-numbered sections in Franklin County, Nebraska, south of the line of said road as originally definitely located, and south of the last-named completed twenty miles of road as changed, and distant from the nearest line of defendants' road, and the original line thereof as first definitely fixed, more than twenty sections. A further and full description of said last-named lands are set forth in schedule "B," which is made a part of this bill, the said lands being the last lands to the amount of one hundred and twenty-one sections described in said schedule B.

XVII.

That at the time of the definite location of the line of defendant's road, and at the time of the completion of the second twenty miles of said road east from Kearney Junction, there were public lands to the amount of one hundred and twenty-four sections in odd-numbered sections, which had been otherwise disposed of by the United States, lying and being within the limit of twenty sections south from the original line of defendant's road as first definitely fixed, and within the limit of twenty sections south from the second twenty miles east from Kearney Junction, of the original line of said road as first definitely fixed.

XVIII.

That in lieu of said last-named lands the defendant selected and located, and the United States officers patented to defendant an equal amount of land in odd-numbered sections, lying and being in Valley County, Nebraska, north of the line of said road, as originally and definitely fixed, and distant from the original line of defendant's road as first definitely fixed more than sixty miles. A further and full description of which last-named lands is shown in schedule H, which is made a part of this bill, the said lands being the one hundred and twenty-four sections first described in said schedule H as in Valley County, Nebraska.

XIX.

That there were other public lands undisposed of by the United States to the amount of one hundred and twenty-four sections, lying and being in odd-numbered sections directly south of the line of the second twenty miles of the original and definitely located line of said road, and not distant therefrom more than thirty-two miles, which defendant could have selected and received patents for at the time of the definite location of the line of said road, and at the time of the completion of the second twenty miles of said road from Kearney Junction, so that defendants could have procured directly south, opposite each mile of the said last-named twenty miles of original line of road, patents to ten odd numbered sections per mile of line of road.

XX.

That at the time of the definite location of the line of said road, and at the time of the completion of the third twenty miles of said road east from Kearney Junction, there were public lands to the amount of seventy-nine sections in odd-numbered sections which had been otherwise disposed of by the United States, lying and being within the limit of twenty sections south from the original line of defendants' road as first definitely fixed, and within the limit of twenty sections south from the third twenty miles east from Kearney Junction of the original line of said road as first definitely fixed. That in lieu of said last-named lands the defendant selected and located, and the United States officers patented to defendants, an equal amount of lands in odd-numbered sections, lying and being in Valley County, Nebraska, north of the line of said road, as originally and definitely fixed, distant from said original line of defendants' road, as first definitely fixed, more than sixty sections, and distant west from the west terminus of said last-named twenty miles of original line of said road more than twenty miles, a further and full description of which last named lands is shown in

schedule H, which is made a part of this bill, the said lands being all those lands described in schedule H, next after the one hundred and twenty-four sections first described in said schedule H as in Valley County, Nebraska.

XXI.

That there were other public lands undisposed of by the United States at the time of the definite location of the line of said road, and at the time of the completion of the third twenty miles of said road, east from Kearney Junction, to the amount of seventy-nine sections in odd-numbered sections directly south of the line of the third twenty miles of the original and definitely located line of said road, and not distant therefrom more than twenty miles, which defendant could have selected and received patents for; so that defendant could have procured,
190 directly south, opposite each mile of the said last-named twenty miles of the original line of road, patents to ten odd-numbered sections per mile, of line of road.

XXII.

That at the time of the definite location of the line of said road, and at the time of the completion of the first twenty miles of defendant's road west from Plattsmouth, there were one hundred and fifty odd-numbered sections of land lying and being on the north side of said twenty miles of completed road, within the limit of twenty miles distant from said last-completed road, which had been pre-empted, homesteaded, sold, and otherwise disposed of.

XXIII.

That in lieu of said one hundred and fifty odd-numbered sections of land, so as aforesaid otherwise disposed of, the defendants selected and located and procured patents from the United States to public lands in odd-numbered sections north of said road to an equal
191 amount in Dakota, Dixon, Cedar, Wayne, Pierce, Stanton, and Madison Counties, Nebraska, distant from the line of defendant's road more than one hundred miles, and distant west, from the west end of said last-named twenty miles of road, from twenty to one hundred miles. A more definite and full description of said last-named lands is shown by schedule marked "Exhibit C," and made a part of this bill, the said lands in said schedule here referred to being all those in Dakota, Dixon, Cedar, Wayne, Pierce and Stanton, and the lands to the amount of twenty-eight thousand and ten acres, first decribed in said schedule "C," as in Madison County, Nebraska.

XXIV.

That there were other public lands to the amount of one hundred and fifty sections in odd-numbered sections lying and being directly north of the line of said last-named twenty miles of road, so that defendant could have secured patents to ten odd-numbered sections opposite
192 to and directly north of each mile of said last-named twenty miles of road at the time of the definite location of the line of said road, and at the time of the completion of the said first twenty miles thereof.

XXV.

That at the time of the definite location of the line of said road, and at the time of the completion of said twenty miles thereof, there were

other public lands, in odd-numbered sections, to the amount of one hundred and fifty sections, lying near to the line of said road, and nearer to said first completed twenty miles of said road by twenty-five miles than the said one hundred and fifty sections patented to said road as last aforesaid.

XXVI.

That at the time of the definite location of the line of defendant's road, and at the time of the completion of the second twenty miles of said road west from Plattsmouth, there were lands to the amount
193 of one hundred and seventy sections, in odd-numbered sections, on the north side of the last-named twenty miles of road, and within the limit of twenty sections north from said last-named completed twenty miles of road, which had been pre-empted, homesteaded, or otherwise disposed of by the United States; that in lieu of said last-named lands defendants selected and located, and the United States officers patented to said defendant, lands in odd-numbered sections to an equal amount in Madison, Platte, and Antelope Counties, Nebraska, distant from the line of defendant's road more than ninety miles, and distant west from the west end of said last-named twenty miles of road more than sixty miles. A more definite and full description of said last-named lands is shown by schedules marked Exhibit C and D, which are made a part of this bill, the said lands in said schedules here referred to being the last fifty-nine thousand nine hundred and sixty-nine acres described in said schedule C as in Madison County, Nebraska, all
194 the land described in schedule D as in Platte County, Nebraska, and the first twenty thousand five hundred and sixty-two acres described in schedule D as in Antelope County, Nebraska; that there were other public lands to the amount of one hundred and seventy sections, in odd-numbered sections, lying and being directly north of the line of said last-named twenty miles of road, so that defendants could have procured patents from the United States to ten odd-numbered sections opposite to and directly north of each mile of said last-named twenty miles of road at the time of the definite location of the line of said road, and at the time of the completion of the said last-named second twenty miles of said road; that at the time of the definite location of the line of said road, and at the time of the completion of the said second twenty miles of road west from Plattsmouth there were other public lands, in odd-numbered sections, to the amount of seventy sections, lying nearer to the said second completed twenty miles of road by twenty miles than the same amount of lands taken, as shown in schedules C and D.

195 XXVII.

That at the time of the definite location of the line of defendant's road, and at the time of the completion of the third twenty miles of said road west from Plattsmouth, there were lands to the amount of one hundred and forty sections, in odd-numbered sections, on the north side of the said last-named twenty miles of road, and within the limit of twenty sections north from said last-named completed twenty miles of road, which had been pre-empted, homesteaded, and otherwise disposed of by the United States. That in lieu of said last-named lands defendant selected and located, and the United States officers patented to said defendant lands in odd-numbered sections to an equal amount in Antelope and Boone Counties, Nebraska, distant from the line of defendant's road more than one hundred miles, and distant west from the west end of said last-named twenty miles of road more than seventy miles.

A full description of said last named lands is shown by schedules
196 marked D and E, which are made a part of this bill, the said lands in said schedules here referred to being the thirty-seven thousand seven hundred and ninety acres last described in said schedule D as in Antelope County, Nebraska, and the fifty-one thousand eight hundred and ten acres first described in schedule E as in Boone County, Nebraska. That there were other public lands to the amount of one hundred and forty sections in odd-numbered sections lying and being directly north of the line of said last-named twenty miles of road, so that the defendant could have procured from the United States patents to ten odd-numbered sections opposite to and directly north of each mile of said last-named twenty miles of road at the time of the definite location of the line of said road, and at the time of the completion of the said third twenty miles of said road.

XXVIII.

That at the time of the definite location of the line of defend-
197 ant's road, and at the time of the completion of the first twenty miles of said road east from Kearney Junction, the west terminus of said road, there were lands to the amount of one hundred and fifty-six sections in odd-numbered sections, on the north side of the said last-named twenty miles of road, and within the limits of twenty miles north from the first twenty miles east from said Kearney Junction of the original line of defendant's road, as first definitely fixed, which had been otherwise disposed of by the United States. That in lieu of said last-named lands defendant selected and located, and the United States officers patented to said defendants, lands in odd-numbered sections to an equal amount in Sherman County, Nebraska, distant from the line of said road, as originally fixed, more than twenty miles. A full description of said last named lands is shown by schedule marked "Exhibit F," which is made a part of this bill, the said lands in said schedule here referred to being the ninety-nine thousand eight hundred and forty acres first described in said schedule F as in Sherman County, Nebraska.

198 XXIX.

That at the time of the definite location of the line of said road, and at the time of the completion of the second twenty miles of said road east from said Kearney Junction, there were lands to the amount of two hundred and thirteen sections in odd numbered sections on the north side of the second twenty miles east from Kearney Junction of the original line of said road as first fixed, within the limit of twenty miles north from said last named twenty miles of the line of road, which had been otherwise disposed of by the United States. That in lieu of said last named lands defendant selected, and the United States officers patented to said defendants, lands north of said last named twenty miles of road, in odd-numbered sections, to an equal amount in Sherman, Howard, and Greeley Counties, Nebraska, distant from the original line of said road as first located more than twenty miles. A full description of said last named lands is shown in schedules
199 marked Exhibit F and G, and made a part of this bill; the said lands in said schedule here referred to being the thirty two thousand and thirteen acres last described in schedule F as in Sherman County, Nebraska, all the lands described in schedule G as in Howard County, Nebraska, and the twelve thousand nine hundred and thirty-two acres first described in schedule G as in Greeley County, Nebraska.

XXX.

That at the time of the definite location of the line of said road, and at the time of the completion of the third twenty miles of said road east from said Kearney Junction, there were lands to the amount of two hundred and nine sections, in odd-numbered sections, on the north side of the third twenty miles east from Kearney Junction of the original line of said road as first fixed, within the limit of twenty miles of the line of said road, which had been otherwise disposed of by the United States. That in lieu of said last named lands defendant selected and located, and the United States officers patented to said de-
200 fendant, lands in odd-numbered sections to an equal amount in Greeley County, Nebraska, distant from the original line of said road, as first located, more than twenty sections. A full description of said last named lands is shown in schedule marked "Exhibit G," and made a part of this bill; the said lands in said schedule here referred to being the one hundred and thirty-three thousand seven hundred and sixty acres described in said last named schedule next after the description of twelve thousand nine hundred and thirty-two acres as in Greeley County, Nebraska.

XXXI.

That at the time of the definite location of the line of said road, and at the time of the completion of the fourth twenty miles of said road east from said Kearney Junction, there were lands to the amount of one hundred and seventy-nine sections, in odd-numbered sections, on the north side of the fourth twenty miles east from Kearney Junction
201 of the original line of said road as first located, within the limit of twenty miles of the line of said road, which had been otherwise disposed of by the United States. That in lieu of said last named lands defandant selected and located, and the United States officers patented to said defandant, lands in odd numbered sections to an equal amount in Boone County, Nebraska, distant from the original line of said road as first located more than twenty sections. A full description of said last named lands is shown in schedule marked "Exhibit E," and made a part of this bill; the said lands in said schedule here referred to being the one hundred and fourteen thousand five hundred and sixty acres first described after the first fifty-one thousand eight hundred and ten acres described in Schedule E as in Boone County, Nebraska.

XXXII.

That at the time of the definite location of said road, and at the
202 time of the completion of the fifth twenty miles of said road east from said Kearney Junction, there were lands to the amount of fourteen thousand seven hundred and twenty acres in odd-numbered sections on the north side of the fifth twenty miles east from said Kearney Junction, of the original line of said road as first located, within the limit of twenty sections north from said last-named twenty miles of the line of road, which had been disposed of by the United States. That in lieu of said last-named lands, defendant selected and located, and the United States officers patented to defendant, lands in odd-numbered sections to an equal amount in Boone County, Nebraska, distant from the original line of said road as first located more than twenty sections. A full description of said last-named lands is shown in schedule marked "Exhibit E," and made a part of this bill, the said lands in said sched-

ule here referred to being the fourteen thousand seven hundred and twenty acres last described in Schedule E as in Boone County, Nebraska.

203 XXXIII.

That the act of Congress approved July 2nd, 1864, making the land-grant to the Burlington and Missouri River Railroad Company in Nebraska, also gave an additional land-grant to the Union Pacific Railroad Company, so that the lands granted to the Union Pacific Railroad Company are the same lands that are granted to the Burlington & Missouri River Railroad Company, to the amount of three hundred and seventy-five thousand six hundred and sixty acres. That is to say, that the same lands, in odd-numbered sections, to the amount last aforesaid, are within the limit of twenty sections from the Burlington & Missouri River Railroad in Nebraska, or the original line thereof as first located, and also between the ten and twenty mile limit of the Union Pacific Railroad Company's grant. A full description of said last-named lands is set forth in schedule marked "Exhibit K," and made a part of this bill.

204 That the defendant was entitled to patents to all, or at least one-half, of the lands granted as last aforesaid, and is not entitled in lieu thereof to other lands outside of their twenty-section limit. That of the lands last described and referred to as being within the grant to the defendant and the Union Pacific Railroad Co., one hundred and sixty-six thousand four hundred acres have been patented to the said Union Pacific Railroad Company, and the remainder is not patented. That the grant of 1864, amending the grant of 1862, did not give the Union Pacific Company any additional lands opposite to the line of its road, from the point on the one hundredth meridian east of the Missouri River. That the Union Pacific Company is not, therefore, entitled to lands beyond the ten miles limit from the line of its road known as the Iowa Branch. Therefore the defendant is entitled to one thousand and twenty odd sections of land, being all the odd-numbered sections lying between the ten & twenty miles limits of the Union

205 Pacific Company's road from said one hundredth meridian east, provided defendant is entitled to take lands beyond a limit of twenty miles from its road. Yet the Union Pacific Company procured the land department to patent to it all of the odd-numbered sections between a line of ten miles from its road and a line twenty miles from its road, both on the north and on the south of said road, between the one hundredth meridian and the Missouri River, save and except two hundred and nine thousand two hundred and sixty acres as hereinbefore stated and referred to as not patented. In consequence whereof the defendant obtained lands conveyed in the patents to it heretofore mentioned to the extent of the lands so improperly obtained by said Union Pacific Company.

XXXIV.

That the Union Pacific Railroad and the Burlington & Missouri River Railroad in Nebraska lie nearly parallel west from the Missouri

206 River to the extent of two hundred miles, the defendant's road being south of the Union Pacific. That all the lands the defendant received patents for north of their line of road, in lieu of those otherwise disposed of and those claimed by the Union Pacific Railroad Company, are north of the north twenty miles limit of the Union Pacific Railroad Company's land grant.

XXXV.

That the defendant, if entitled to take lands out of the twenty-section limit north from their road, should first have taken one half of all the odd-numbered sections between the ten and twenty mile limit of the Union Pacific Company's land-grant, north of their road.

XXXVI.

That said last named lands, lying between the north ten and twenty miles limit of said Union Pacific Company's grant are from five to ten miles nearer the line of the defendant's road than any of the
207 lands patented to the defendant on the north side of their road out of their twenty-section limit. A full description of said lands between the north ten and twenty mile limit of the Union Pacific grant is set forth in schedule marked "Exhibit L," and made a part of this bill.

XXXVII.

That at the time of the completion of the second, third, fourth, and fifth twenty miles of defendants' road east from said Kearney Junction there were one hundred and fifty thousand acres of land on the south side of the second, third, fourth, and fifth twenty miles east from said Kearney Junction of the original line of said road as first located which had been otherwise disposed of and claimed by the Union Pacific Company.

XXXVIII.

That in lieu of said last named lands, the defendant selected and the United States officers patented to the defendants an equal amount
208 of lands on the north side of the said last named line of road when the same should have been taken on the south side.

XXXIX.

That the Secretary of the Interior, at the time of the definite location of defendant's road and until the 31st of May, 1872, withheld the lands lying outside of the twenty-section limit of the grant to the Burlington and Missouri River Railroad Company from said company, and ruled that all such lands were not within the grant to said B. and M. Company, and the said Secretary did not withdraw such lands from the market, but continued to patent such lands to other parties, whose claims attached after the definite location of line of defendant's road and up to the 31st of May, 1872.

XL.

That for the purpose of showing more definitely the location of
209 the road of defendant and that of the Union Pacific Company, together with the conflict of lands granted, and for the purpose of showing the distance from the defendant's original line of road of each section and parts of sections, and the distance west from each twenty miles of defendant's road, as completed, the lands were patented to defendant outside of the twenty miles limit from defendant's road, a section and a quarter-section map with notes explaining the same, certified to by the Secretary of Interior as correct in all respects, is hereto attached marked "Exhibit N," and made a part of this bill.

XLI.

That for the purpose of convenience in making reference to the lands outside of defendant's twenty miles limit shown in schedule, a section map showing the county lines is hereto attached marked "Exhibit O," and made a part of this bill.

XLII.

210 1st. And thereupon the said complainants charge and insist that the said lands, to wit, the one million two hundred thousand acres, and specified in schedules A, B, C, D, E, F, G, and H, and all other lands so as aforesaid patented to said defendants, being distant more than twenty miles or twenty sections from the line of defendant's said road as originally fixed, are not within the grant to said defendant. That the said patents conveying the said lands outside of said twenty miles limit from defendant's said road were, to the extent to which they purported to convey the same to said defendants, utterly without warrant or authority of law, are null and void and improvidently issued.

XLIII.

2nd. Complain't further charges and insists that the patents to all lands north of the original line of defendant's road which were taken outside of the twenty sections limit of defendant's grant and in
211 lieu of lands lying south of the original line of defendant's road within the twenty-section limit which had been otherwise disposed of are without authority of law, and therefore null and void.

XLIV.

3rd. Complain't further charges that the defendant should have taken the lands lying nearest to original line of defendant's road, which were embraced within the said land grant to defendants.

XLV.

4. That defendant was, under said grant to defendants, entitled to patents to all or at least one-half of the lands in odd-numbered sections lying and being both within the twenty-section limit of the defendant's land grant, and between the ten and twenty miles limit of the grant to the Union Pacific Company, and that patents to lands given in lieu of such lands are null and void.

XLVI.

212 5. That if the defendant is entitled to lands beyond the distance of twenty sections from the original line of their road they must take the nearest, and should, therefore, have received patents to all or at least one-half of the lands in odd-numbered sections lying and being between the north ten and twenty mile limit of the Union Pacific land grant north of their road, and that patents to lands further distant from defendant's line of road than the odd-numbered sections contained in the last-named limit of the Union Pacific grant are, to the extent of all or at least one-half of the odd-numbered sections within said last-named limit, utterly without authority of law, and null and void.

XLVII.

1. The said complainant well hoped that the said defendant would desist from claiming any right, title, or interest in said lands as if duly granted to it, but the said defendant claims and insists that it is entitled to the full and complete ownership of said lands; all of
213 which doings, actings, and refusals are contrary to equity, good conscience, and tend to the manifest wrong and injury of the said complainant.

XLVIII.

1. In tender consideration whereof, and forasmuch as said complainant is remediless in the premises at and by the strict rules of common law, and can only have adequate relief in a court of equity where matters of this and like nature are properly cognizable and relievable. And to the end thereof, that the said defendant may, if it can show why said complainant should not have the relief herein prayed, complainant asks an order that defendant may answer this bill of the said complainant, and that it be, by the decree of your honor, declared that the grant to said defendant made in the nineteenth section of this act, secondly in this bill entitled, did not extend to or include or convey the lands or any part thereof described in the annexed schedules A, B, C, D,
214 E, F, and G, as distant from the line of defendant's road more than twenty sections, or other lands without the limits specified in the last-named act, or the issue to it of patents conveying the same, and that the said patents so as aforesaid issued to said company to the extent to which the same purport to convey said lands or any thereof, are, and each and every thereof, is utterly null and void.

2. That if the court should find that defendant is entitled to lands beyond the limit of twenty miles from the original line of defendant's road, that it be decreed by the court that the patents to lands to defendants on the north side of their line of road to the amount of one hundred and fifty thousand acres, patented in lieu of the same amount of lands on the south side of said line of road which had been otherwise disposed of, are utterly null and void. That if the court shall find that the one hundred and fifty thousand acres taken on the north side
215 of defendant's road in excess of the amount granted on the north side can not be described by Congressional subdivision as having been taken in lieu of lands deficient on the south side of said road, then that the court order and decree that the defendant deed and convey back to complainant an equal amount of lands in such manner as the court shall direct; or, if defendant shall not be possessed of lands sufficient, then that defendant be ordered and decreed to pay back in money to plaintiff the value or proceeds of one hundred and fifty thousand acres so wrongfully held.

3. That the defendants are entitled to patents to all, or at least one-half, of the lands in odd-numbered sections lying and being both within the limit of the land-grant of defendant, and also within the ten and twenty miles limit of the Union Pacific grant, and not entitled to other lands more remote in lieu thereof.

216 That the defendant, if entitled to lands at a greater distance than twenty sections from original line of its road, should take the nearest lands to said line of road, and therefore should have received patents to all, or at least one-half, of the lands in odd-numbered sections, lying and being between the north ten and twenty miles limit of the Union Pacific grant, said last-named lands lying nearer to line of de-

fendants' road, by ten miles, than any of the lands patented to defendant on north side of their road out of the twenty section limit, and that the defendant, if entitled to lands beyond the distance of twenty sections from its road in lieu of lands otherwise disposed of, should only take lands directly opposite north or south from said odd numbered sections so as aforesaid otherwise disposed of. That the defendant is not entitled to take lands opposite one division of twenty miles of completed road in lieu of other lands otherwise disposed of opposite another
217 division of twenty miles of completed road; and that the complainant may have the costs of this suit, and all other and further relief that may appear equitable and necessary.

XLIX.

1. May it please your honor to grant unto said complainant the writ of subpœna, issuing in proper manner and directed to the said defendant, commanding it that, at a day therein to be inserted, it be and appear by its proper officers before your honors in this honorable court, then and there to answer the premises, and stand to, perform, and abide such order and decree in the premises as to your honors shall seem to be agreeable to equity and good conscience.

JAMES NEVILLE,
U. S. Attorney, Dist. Nebraska.

218 EXHIBIT A.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Webster County, Nebraska.

Part of section.	S.	T.	R.	Acres.
S. E. ¼ of S. E. ¼	15	1	9	40
All of	21	"	"	640
All of	23	"	"	640
N. W. ¼	25	"	"	160
N. W. ¼, W. ½ of S. W. ¼, & E. ½ of S. E. ¼	29	"	"	320
All of	31	"	"	642. 80
S. E. ¼ of N. E. ¼, S. ½ of S. W. ¼, E. ½ of S. E. ¼, & S. W. ¼ of S. E. ¼	33	"	"	240
N. ½ of	1	2	9	320
All of	3	"	"	640
All of	5	"	"	641. 76
219 Bro't forward	....	....	....	9, 017. 68
All of	25	2	9	640
All of	29	"	"	640
N. W. ¼ & E. ½ of S. W. ¼	33	"	"	240
N. ½ of	35	"	"	320
All of	7	3	9	640. 80
S. ½ of	9	"	"	320
S. E. ¼ & W. ½	15	"	"	480
All of	17	"	"	640
All of	19	"	"	643. 76
All of	21	"	"	640
S. E. ¼ and W. ½	23	"	"	480
S. E. ¼ and W. ½	25	"	"	480
All of	27	"	"	640
All of	29	"	"	640
All of	7	2	9	644. 40
All of	9	"	"	640
N. W. ¼ & N. ½ of S. W. ¼	11	"	"	240
W. ½	13	"	"	320
N. ½ of N. E. ¼, S. ½ of S. E. ¼ & W. ½	15	"	"	480
All of	17	"	"	640
All of	19	"	"	648. 72
All of	21	"	"	640
S. E. ¼ & W. ½	23	"	"	480
Forward	....	....	....	9, 017 68
All of	31	3	9	641. 72
All of	33	"	"	640
N. E. ¼ & W. ½	35	"	"	480
N. E. ¼ of N. W. ¼ & S. ½	13	1	10	360
E. ½ of N. W. ¼, E. ½ of S. W. ¼ & E. ½	15	"	"	480
N. W. ¼, W. ½ of N. E. ¼, & W. ½ of S. W. ¼	17	"	"	320
All of	19	"	"	643. 20
W. ½ of N. W. ¼, E. ½ of N. E. ¼, and E. ½ of S. E. ¼	23	"	"	240
Forward	....	....	....	20, 267. 16

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Part of section.	S.	T.	R.	Acres.
220 Bro't forward				20,267.16
N. W. ¼, W. ½ of N. E. ¼, E. ½ of S. E. ¼, & W. ½ of S. W. ¼	27	1	10	400
All of	31	"	"	642.32
All of	33	"	"	640
All of	35	"	"	640
All of	1	2	10	643
N. W. ¼ & E. ½	3	"	"	482.80
All of	5	"	"	640.20
All of	7	"	"	647.60
All of	11	"	"	640
E. ½ of	13	"	"	320
All of	17	"	"	640
W. ½ of	19	"	"	329.44
221 Bro't forward				32,141.76
All of	13	3	10	640
All of	15	"	"	640
E. ½ of N. E. ¼, N. W. ¼ of N. E. ¼, N. ½ of N. W. ¼, S. W. ¼ of N. W. ¼, and W. ½ of S. W. ¼	17	"	"	320
S. W. ¼ of N. E. ¼, W. ½ of N. W. ¼, S. E. ¼ of N. W. ¼ and S. W. ¼	19	"	"	329.28
E. ½	21	"	"	320
All of	23	"	"	640
All of	25	"	"	640
E. ½ of N. W. ¼, N. W. ¼ of N. W. ¼, E. ½ of S. W. ¼, S. W. ¼ of S. W. ¼ and E. ½ of	27	"	"	560
222-228 Bro't forward				42,081.40
W. ½ of S. E. ¼, S. E. ¼ of S. E. ¼ & S. W. ¼	7	1	11	280.50
S. ½ of N. E. ¼, & S. E. ¼	15	"	"	240
W. ½ of	17	"	"	320
All of	19	"	"	642.40
N. W. ¼, W. ½ of S. W. ¼, & E. ½ of S. E. ¼	21	"	"	320
W. ½ of	23	"	"	320
E. ½ of	25	"	"	320
N. E. ¼, W. ½ of S. W. ¼, & E. ½ of S. E. ¼	27	"	"	320
N. W. ¼, & W. ½ of S. W. ¼	29	"	"	240
All of	31	"	"	640
All of	33	"	"	640
229 Bro't forward				52,308.86
E. ½ of	21	2	11	320
S. W. ¼	23	"	"	160
S. W. ¼, W. ½ of S. E. ¼ & N. ½	25	"	"	560
All of	27	"	"	640
All of	29	"	"	640
S. E. ¼, & N. ½	31	"	"	488.18
All of	1	3	11	636.80
All of	3	"	"	631
All of	5	"	"	633.80
All of	7	"	"	633.60
All of	9	"	"	640
All of	11	"	"	640
W. ½ of N. E. ¼, S. E. ¼, & W. ½	13	"	"	560
N. W. ¼	23	2	10	160
E. ½ of	25	"	"	320
E. ½ of	27	"	"	320
N. E. ¼ & N. ½ of S. E. ¼	31	"	"	240
S. E. ¼ & N. ½	35	"	"	480
All of	1	3	10	640
All of	3	"	"	640.24
All of	5	"	"	641.60
E. ½ of S. E. ¼, W. ½ of S. W. ¼ and N. ½	7	"	"	487.40
All of	9	"	"	640
All of	11	"	"	640
Forward				32,141.76
All of	29	3	10	640
All of	31	"	"	649.32
W. ½ of N. W. ¼, S. E. ¼ of N. W. ¼ and S. W. ¼	33	"	"	240
All of	35	"	"	640
All of	19	4	10	642
S. W. ¼	21	"	"	160
S. E. ¼ & W. ½	27	"	"	480
All of	29	"	"	640
All of	31	"	"	639.04
All of	33	"	"	640
All of	35	"	"	640
Forward				42,081.40
All of	35	1	11	640
All of	1	2	11	642.40
All of	3	"	"	647.44
All of	5	"	"	644
All of	7	"	"	641.92
All of	9	"	"	640
S. E. ¼, & W. ½	11	"	"	480
All of	13	"	"	640
E. ½ of N. E. ¼, & W. ½ of N. W. ¼	15	"	"	160
N. E. ¼	17	"	"	160
All of	19	"	"	648.80
Forward				52,308.86
All of	15	3	11	640
All of	17	"	"	640
All of	19	"	"	638.40
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	640
All of	33	"	"	640
All of	35	"	"	640
S. ½ of	5	4	11	320
Forward				66,300.64

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued

Part of section.	S.	T.	R.	Acres.
230 Bro't forward				66, 300. 64
E. ½ of	7	4	11	320
All of	9	"	"	640
S. ½ of	13	"	"	320
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	637. 72
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	636. 80
All of	33	"	"	640
231 Brought forward				79, 338. 08
All of	31	1	12	642. 48
E. ½ of	33	"	"	320
S. ½ of N. E. ¼, S. E. ¼, & W. ½	35	"	"	560
All of	1	2	12	639. 84
All of	3	"	"	639. 40
All of	5	"	"	639. 05
All of	7	"	"	633. 88
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
N. ½ of N. W. ¼, & S. W. ¼ of S. W. ¼	17	"	"	120
All of	19	"	"	631. 60
232 Bro't forward				92, 110. 61
All of	5	3	12	645. 60
All of	7	"	"	612. 80
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	645. 80
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
S. W. ¼, & E. ½	31	"	"	468. 20
233 Brought forward				105, 853. 44
N. ½ of	17	4	12	320
S. W. ¼, S. ½ of N. W. ¼, & E. ½	19	"	"	541. 77
S. E. ¼, & E. ½ of S. W. ¼	21	"	"	240
N. E. ¼, & S. ½	23	"	"	480
All of	25	"	"	640
All of	27	"	"	640

Part of section.	S.	T.	R.	Acres.
All of	35	4	11	640
N. ½ of N. W. ¼	5	1	12	77. 32
S. ½ of	9	"	"	320
All of	13	"	"	640
S. W. ¼, & E. ½	15	"	"	480
N. W. ¼, & N. ½ of S. W. ¼	17	"	"	240
All of	19	"	"	645. 60
E. ½ of N. W. ¼, & E. ½ of	21	"	"	400
N. E. ¼, & W. ½	23	"	"	480
All of	25	"	"	640
All of	27	"	"	640
N. W. ¼	29	"	"	160
Forward				79, 338. 08
All of	21	2	12	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
E. ½ of	29	"	"	320
N. ½ of S. W. ¼, & S. W. ¼ of S. W. ¼	29	"	"	120
S. W. ¼, & N. ½	31	"	"	468. 88
N. W. ¼	33	"	"	160
N. ½ of S. E. ¼, N. ½ of S. W. ¼ & N. ½	35	"	"	480
All of	1	3	12	639. 80
All of	3	"	"	637. 60
Forward				92, 110. 61
All of	33	3	12	640
All of	35	"	"	640
W. ½ of N. E. ¼, W. ½ of S. E. ¼, & W. ½	1	4	12	483. 27
All of	3	"	"	653. 36
All of	5	"	"	659. 20
All of	7	"	"	614. 60
All of	9	"	"	640
N. ½ of	11	"	"	320
S. ½ of S. W. ¼, E. ½ of S. E. ¼, & S. W. ¼ of S. E. ¼	13	"	"	200
N. W. ¼	15	"	"	160
Forward				105, 853. 44
All of	29	4	12	640
All of	31	"	"	612. 52
All of	33	"	"	640
All of	35	"	"	640
Total acres in Webster Co				111, 247. 73

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EXHIBIT B.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Franklin County, Nebraska.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
N. E. ¼	1	1	13	159. 40	N. E. ¼, W. ½ of S. E. ¼, & W. ½	23	1	13	560
S. ½	5	"	"	320	All of	29	"	"	640
All of	7	"	"	644	All of	31	"	"	640
E. ½ of	9	"	"	320	All of	33	"	"	640
All of	13	"	"	640	All of	35	"	"	640
W. ½ of N. E. ¼, W. ½ of S. E. ¼, & W. ½	15	"	"	480	All of	1	2	13	638. 40
N. E. ¼, S. ½ of N. W. ¼, & S. ½	17	"	"	560	N. W. ¼ & E. ½	3	"	"	476. 52
N. ½ & S. W. ¼	19	"	"	481. 60	S. ½	5	"	"	320
W. ½	21	"	"	320	All of	7	"	"	647. 68
E. ½ of N. W. ¼, S. W. ¼, & E. ½	27	"	"	560	S. ½	9	"	"	320
All of	25	"	"	640	Forward				10, 647. 60
235 Brought forward				10, 647. 60	All of	3	3	13	639. 68
All of	11	2	13	640	All of	5	"	"	640. 32
All of	13	"	"	640	All of	7	"	"	638. 56
W. ½ of S. W. ¼	15	"	"	80	All of	9	"	"	640
All of	17	"	"	640	All of	11	"	"	640
All of	19	"	"	643	All of	13	"	"	640
All of	21	"	"	640	All of	15	"	"	640
All of	23	"	"	640	All of	17	"	"	640
All of	25	"	"	640	All of	19	"	"	647. 28
W. ½	27	"	"	320	S. E. ¼ & W. ½	21	"	"	480
All of	29	"	"	640	All of	23	"	"	640
W. ½ of	31	"	"	319. 44	All of	25	"	"	640
N. W. ¼ & E. ½	33	"	"	444. 93	All of	27	"	"	640
N. ½ of N. E. ¼ & E. ½ of N. W. ¼	35	"	"	160	Forward				25, 901. 25
All of	1	3	13	640. 44					
236 Brought forward				25, 901. 25	All of	19	4	13	643. 04
All of	29	3	13	640	All of	21	"	"	640
All of	31	"	"	647. 72	All of	23	"	"	640
All of	33	"	"	640	All of	25	"	"	640
All of	35	"	"	640	All of	27	"	"	640
All of	1	4	13	663. 64	All of	29	"	"	640
All of	3	"	"	669. 46	All of	31	"	"	638. 16
All of	5	"	"	674. 18	All of	33	"	"	640
All of	7	"	"	633. 32	All of	35	"	"	640
All of	9	"	"	640	N. E. ¼ & W. ½	7	1	14	479. 76
All of	11	"	"	640	All of	9	"	"	640
All of	13	"	"	640	All of	11	"	"	640
All of	15	"	"	640					
All of	17	"	"	640	Forward				41, 894. 53
237 Brought forward				41, 894. 53	All of	5	2	14	635. 94
All of	13	1	14	640	All of	7	"	"	637. 52
All of	15	"	"	640	All of	9	"	"	640
All of	17	"	"	640	All of	11	"	"	640
S. W. ¼ & E. ½	19	"	"	481. 31	All of	13	"	"	640
All of	21	"	"	640	All of	15	"	"	640
All of	23	"	"	640	All of	17	"	"	640
All of	25	"	"	640	E. ½ of N. W. ¼, E. ½ of S. W. ¼, & W. ½ of N. E. ¼	19	"	"	240
All of	27	"	"	640	N. E. ¼ & W. ½	21	"	"	480
All of	29	"	"	640	E. ½ of S. W. ¼, S. W. ¼ of S. W. ¼, N. W. ¼, & E. ½	23	"	"	600
All of	31	"	"	641. 80	Forward				56, 413 90
All of	33	"	"	640					
All of	35	"	"	640					
All of	1	2	14	636. 80					
All of	3	"	"	638					

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
238 Brought forward	...	...	...	56,415.20
N. E. ¼ & W. ½	25	2	14	480
N. W. ¼, S. ½ of S. W. ¼, & E. ½	27	"	"	560
E. ½ of N. E. ¼, N. W. ¼ of N. E. ¼, & S. W. ¼ of S. E. ¼	29	"	"	160
N. E. ¼, S. W. ¼ of N. W. ¼, N. E. ¼ of S. E. ¼, & N. W. ¼ of S. W. ¼	33	"	"	280
N. W. ¼	35	"	"	160
All of	1	3	14	636
All of	3	"	"	644
All of	5	"	"	643.28
All of	7	"	"	632.80
All of	9	"	"	640
All of	11	3	14	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	630.80
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	638.92
All of	33	"	"	640
All of	35	"	"	640
Forward	...	...	...	69,551

Parts of section.	S.	T.	R.	Acres.
239 Brought forward	...	...	...	69,551
All of	1	4	14	670.12
All of	3	"	"	658.28
All of	5	"	"	640.56
All of	7	"	"	608.20
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	612.40
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	4	14	640
All of	29	"	"	640
All of	31	"	"	617.20
All of	33	"	"	640
All of	35	"	"	640
E. ½ of S. E. ¼, S. W. ¼ of S. E. ¼, & lot No. 1	9	1	15	161.20
W. ½ of S. W. ¼ & S. E. ¼	11	"	"	240
All of	13	"	"	640
S. E. ¼ of	15	"	"	160
All of	17	"	"	640
All of	19	"	"	641.04
Forward	...	...	...	83,320

Parts of section.	S.	T.	R.	Acres.
240 Brought forward	...	...	...	83,320
All of	21	1	15	640
All of	23	"	"	640
S. E. ¼ & W. ½	25	"	"	480
E. ½	27	"	"	320
All of	29	"	"	640
All of	31	"	"	641.28
All of	33	"	"	640
All of	35	"	"	640
All of	1	2	15	639.92
All of	3	"	"	644.40
All of	5	"	"	633.64
All of	7	"	"	626.40
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
W. ½ of	15	2	15	320
All of	17	"	"	640
N. E. ¼, N. W. ¼ of S. E. ¼, & W. ½	19	"	"	512.40
All of	21	"	"	640
W. ½ of N. E. ¼, W. ½ of S. E. ¼, S. E. ¼ of S. E. ¼, & E. ½ of S. W. ¼	23	"	"	280
E. ½ of N. E. ¼	25	"	"	80
E. ½ of N. W. ¼, N. W. ¼ of N. W. ¼, & W. ½ of N. E. ¼	27	"	"	200
All of	29	"	"	640
Forward	...	...	...	95,953.04

Parts of section.	S.	T.	R.	Acres.
241 Brought forward	...	...	...	95,953.04
N. E. ¼ of N. W. ¼	31	2	15	40
N. ½ of N. W. ¼ & N. W. ¼ of N. E. ¼	33	"	"	120
All of	1	3	15	641.60
All of	3	"	"	628.68
All of	5	"	"	635.48
All of	7	"	"	641.36
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	650
All of	21	"	"	640
All of	23	3	15	640
E. ½ of N. E. ¼ & S. ½	25	"	"	400
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	658.40
All of	33	"	"	640
All of	35	"	"	640
All of	1	4	15	633.18
All of	3	"	"	636.62
All of	5	"	"	639.54
All of	7	"	"	634.40
All of	9	"	"	640
Forward	...	...	...	110,592.30

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
242 Brought forward	....	....	....	110,592.30
All of	11	4	15	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	639.64
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	644
All of	33	"	"	640
All of	35	"	"	640
Lot 3	1	1	16	40
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
E. ½ of	1	2	16	319.98
E. ½ of	13	"	"	320
E. ½ of	1	3	16	320.30
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
E. ½ of	1	4	16	316.29
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
Total acres in Franklin Co	....	....	....	122,152.51

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EXHIBIT C.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Dakota County, Nebraska.

Parts of section.	S.	T.	R.	Acres.
W. ½ of N. E. ¼	3	27	6	80
Lots 1 & 2	35	"	"	29.44
S. W. ¼ of S. E. ¼	1	28	6	40
S. W. ¼ of N. E. ¼ & E. ½ of N. W. ¼	3	"	"	116.38
S. W. ¼ of S. E. ¼ & S. W. ¼	11	"	"	200
S. W. ¼ of S. W. ¼	13	"	"	40
S. ½ of N. W. ¼ & N. ½ of S. W. ¼	23	"	"	160
N. W. ¼ of N. E. ¼ & N. E. ¼ of S. E. ¼	25	"	"	80
W. ½ of N. E. ¼, N. E. ¼ of N. E. ¼, S. E. ¼ of S. E. ¼, & W. ½ of S. W. ¼	27	"	"	240
S. E. ¼, E. ½ of N. W. ¼, E. ½ of S. W. ¼, & N. W. ¼ of S. W. ¼	35	"	"	360
E. ½ of N. E. ¼, N. E. ¼ of N. W. ¼, & S. E. ¼	1	27	7	320.40
N. E. ¼	3	"	"	160.60
E. ½ of	5	"	"	321.09
N. E. ¼	9	"	"	160
S. W. ¼ of S. E. ¼	13	"	"	40
N. W. ¼ of N. E. ¼ & N. W. ¼	15	"	"	200
N. ½ of S. E. ¼, S. E. ¼ of S. E. ¼, & W. ½	17	"	"	440
Lots 1 & 2	31	"	"	38.13
Lots 1 & 2	35	"	"	39.04
N. E. ¼ of S. W. ¼ & N. W. ¼ of S. E. ¼	3	28	7	80
Forward	....	....	....	3,103.08
Brought forward	....	....	....	3,103.08
S. E. ¼ of S. E. ¼	7	28	7	40
S. ½ of N. W. ¼	11	"	"	80
N. E. ¼	15	"	"	160
E. ½ of S. E. ¼	17	"	"	80
E. ½, S. ½ of S. W. ¼	19	"	"	197.11
N. ½ of N. W. ¼	19	"	"	75.65
E. ½ of N. E. ¼, S. W. ¼ of N. E. ¼, E. ½ of S. E. ¼, N. W. ¼ of S. W. ¼, N. E. ¼ of N. W. ¼	25	"	"	280
S. E. ¼ of N. E. ¼	27	"	"	40
S. W. ¼	29	"	"	160
E. ½ of N. E. ¼, S. W. ¼, E. ½ of N. W. ¼, & S. W. ¼ of N. W. ¼	31	"	"	351.96
E. ½ of N. E. ¼ & E. ½ of S. E. ¼	33	28	7	160
N. ½ of	35	"	"	320
W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼	3	27	8	120
E. ½ of S. E. ¼ & N. W. ¼ of S. E. ¼	5	"	"	123.98
W. ½ of S. W. ¼, & S. E. ¼ of S. W. ¼	9	"	"	120
Lots 1 & 2	33	"	"	40
W. ½ of S. E. ¼ & S. E. ¼ of S. E. ¼	29	28	8	122.01
Total acres in Dakota Co	....	....	....	5,781.79

245 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Dixon County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.
All of	5	27	4	645.68
W. ½ of N. W. ¼	11	"	"	80
E. ½ of	19	"	"	320
N. ½ of N. W. ¼ & N. W. ¼ of N. E. ¼	29	"	"	120
All of	1	28	4	622.48
N. E. ¼	13	"	"	160
N. E. ¼	21	"	"	160
W. ½ of S. W. ¼ & N. E. ¼ of S. W. ¼	23	"	"	120
W. ½ and W. ½ of S. E. ¼	25	"	"	400
W. ½ of	31	"	"	314.80
W. ½ of N. E. ¼ & S. E. ¼ of N. E. ¼	5	27	5	120.65
N. W. ¼	5	"	"	160.04
W. ½ of S. E. ¼	9	"	"	80
246 Carried				4,782.35
S. W. ¼ of N. E. ¼, S. ½ of S. E. ¼	9	28	5	120
W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼	9	"	"	120
And N. W. ¼	9	"	"	160
N. ½ of S. W. ¼ & N. W. ¼	11	"	"	240
S. E. ¼ and S. E. ¼ of S. W. ¼	13	"	"	200
N. ½ of N. E. ¼	17	"	"	80
W. ½ of N. E. ¼, N. W. ¼ of S. E. ¼	19	"	"	120
W. ½ of	19	"	"	315.40
E. ½ of N. E. ¼, W. ½ of N. W. ¼	21	"	"	160
W. ½ of S. E. ¼, S. ½ of S. W. ¼	23	"	"	160
N. ½ of N. W. ¼ & N. E. ¼	23	"	"	240
N. ½ of N. E. ¼, W. ½ of N. W. ¼, N. E. ¼ of N. W. ¼, W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼	25	"	"	320
247 Carried				9,504.88
S. E. ¼ of N. W. ¼	21	28	6	40
S. ½ of N. E. ¼, & N. E. ¼ of N. E. ¼, S. ½, & S. ½ of N. W. ¼	29	"	"	520
S. W. ¼ of S. W. ¼	31	28	6	35.94
All of	33	"	"	640
Total acres in Dixon Co				10,740.82

Parts of section.	S.	T.	R.	Acres.
S. ½ of	15	27	5	320
N. E. ¼, N. E. ¼ of N. W. ¼	17	"	"	200
W. ½ of N. W. ¼ & W. ½ of S. W. ¼	23	"	"	160
Lots 1, 2, 3, & 4	35	"	"	43.86
S. ½ of N. W. ¼	1	28	5	80
E. ½ of N. W. ¼ & S. W. ¼ of S. W. ¼	3	"	"	119.24
S. E. ¼ of N. E. ¼, E. ½ of S. E. ¼, & S. W. ¼ of S. E. ¼	5	"	"	160
W. ½ of N. E. ¼, S. E. ¼	7	"	"	240
N. W. ¼	7	"	"	155.60
Forward				4,782.35
N. ½, E. ½ of S. E. ¼, & W. ½ of S. W. ¼	29	28	5	480
All of	31	"	"	631.20
Lots 1 & 2	31	27	6	17.71
Lots 1 & 2	33	"	"	20.34
N. W. ¼ of N. E. ¼, S. E. ¼ of N. W. ¼	5	28	6	76.79
S. ½ of	7	"	"	306.71
S. E. ¼ of N. E. ¼, S. W. ¼ of N. W. ¼	9	"	"	80
S. ½ of N. E. ¼, S. ½, & S. ½ of N. W. ¼	17	"	"	480
N. E. ¼, E. ½ of S. E. ¼	19	"	"	240
N. W. ¼ of N. W. ¼	19	"	"	34.38
E. ½ of S. W. ¼, S. W. ¼ of S. W. ¼	21	"	"	120
Forward				9,504.88

248 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Cedar County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.
N. E. ¼	12	28	1	161.28
S. W. ¼	3	"	"	160
N. E. ¼	7	"	"	160
S. E. ¼	17	"	"	160
W. ½	19	"	"	312.16
W. ½ of N. W. ¼ & N. E. ¼ of N. W. ¼	25	"	"	120
S. E. ¼ & N. ½ of S. W. ¼	29	"	"	240
S. E. ¼	31	"	"	160
S. E. ¼	35	"	"	160
N. ½ of	1	28	1 E.	316.86
All of	3	"	"	639.79
All of	7	"	"	595.56
E. ½ of N. W. ¼ & E. ½ of of S. W. ¼	9	"	"	160
W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	17	28	1 E.	120
W. ½ and S. E. ¼	17	"	"	480
E. ½ & E. ½ of S. W. ¼	23	"	"	400
All of	25	"	"	640
W. ½ of N. E. ¼ & S. E. ¼	27	"	"	240
S. ½ of N. E. ¼, S. ½, & S. ½ of N. W. ¼	29	"	"	480
N. E. ¼ and S. W. ¼	31	"	"	300.64
N. ½ of	33	"	"	320
W. ½ of	35	"	"	320
W. ½ of	13	28	2	320
Forward				6,966.29

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
249 Carried	....	....	.....	6,966.29	S. W. ¼	19	28	3	157.65
E. ½ of	15	28	2	320	S. ½ of	25	"	"	320
All of	17	"	"	640	S. E. ¼ & S. ½ of S. W. ¼	31	"	"	239.30
W. ½ of	19	"	"	305.76	N. W. ¼ & S. ½ of S. E. ¼	33	"	"	240
All of	27	"	"	640	All of	35	"	"	640
W. ½ of S. W. ¼	31	"	"	71.82					
N. ½ of	35	"	"	320	Total acres in Cedar Co.	....	....	.....	11,500.82
S. E. ¼	11	28	3	160					
N. ½ and S. E. ¼	17	"	"	480					

250 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Wayne County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	1	25	1	640.40	All of	25	25	1	640
All of	3	"	"	646.60	E. ½ of S. E. ¼, S. W. ¼ of S. E. ¼, S. ½ of S. W. ¼, & N. W. ¼ of N. W. ¼	27	"	"	240
E. ½ of S. E. ¼ & W. ½ of S. W. ¼	5	"	"	160	S. E. ¼ of S. E. ¼, W. ½ of S. W. ¼, & W. ½ of N. W. ¼	31	"	"	159.40
All of	7	"	"	622.28	N. E. ¼, N. ½ of S. E. ¼, E. ½ of S. W. ¼	33	"	"	160
E. ½ and S. W. ¼	9	"	"	480	S. ½ of	35	"	"	320
N. E. ¼, N. E. ¼ of S. E. ¼, E. ½ of S. W. ¼, & E. ½ of N. W. ¼	11	"	"	360	E. ½ of N. E. ¼, & N. W. ¼ of N. E. ¼	1	26	1	190.15
N. E. ¼ and S. W. ¼	13	"	"	320	S. ½ of	3	"	"	320
W. ½ of N. E. ¼, W. ½ of S. E. ¼, & W. ½	15	"	"	480	Forward	....	....	.....	6,468.83
S. ½ of	17	"	"	320					
N. E. ¼	19	"	"	160					
N. E. ¼	21	"	"	160					
N. E. ¼	23	"	"	160					

251 Carried forward	....	....	.....	6,468.83	E. ½ and N. W. ¼	9	27	1	480
E. ½ and N. W. ¼	9	26	1	480	S. E. ¼	11	"	"	160
S. ½ of	11	"	"	320	N. ½ of S. E. ¼	13	"	"	80
N. W. ¼	15	"	"	160	W. ½ and S. E. ¼	17	"	"	480
N. E. ¼	21	"	"	160	W. ½ and N. E. ¼	21	"	"	480
W. ½ and N. E. ¼	23	"	"	480	W. ½ of S. E. ¼ & N. E. ¼ of S. E. ¼	21	"	"	120
W. ½ and N. E. ¼	27	"	"	480	W. ½ and S. E. ¼	23	"	"	480
S. E. ¼	29	"	"	160	S. ½ of N. W. ¼	27	"	"	80
W. ½ and S. E. ¼	31	"	"	459.24	E. ½ of	29	"	"	320
E. ½ of	33	"	"	320	W. ½ of S. E. ¼, S. W. ¼, & S. ½ of N. W. ¼	31	"	"	303.45
S. ½ of	25	"	"	320	W. ½ of	33	"	"	320
N. ½ of S. W. ¼	1	27	1	80	Forward	....	....	.....	14,276.36
N. E. ¼ and S. W. ¼	3	"	"	320.44					
S. ½ of	5	"	"	320					
W. ½ and S. E. ¼	7	"	"	445.40					

252 Carried forward	....	....	.....	14,276.36	All of	31	25	2	640.52
W. ½ of N. E. ¼ & S. E. ¼ of N. E. ¼	35	27	1	120	S. ½ of	33	"	"	320
W. ½ of S. W. ¼ & S. E. ¼ of N. W. ¼	35	"	"	120	N. W. ¼	35	"	"	160
N. W. ¼ of S. E. ¼ & N. W. ¼	5	25	2	202.20	W. ½ of	7	26	2	309
W. ½ of S. W. ¼ & N. E. ¼ of S. W. ¼	5	"	"	120	W. ½ of	11	"	"	320
W. ½ of S. E. ¼ and W. ½	7	"	"	395	E. ½ of S. W. ¼	17	"	"	80
E. ½ of N. W. ¼	9	"	"	80	N. W. ¼ and N. E. ¼ of S. W. ¼	19	"	"	196.43
N. W. ¼	17	"	"	160	S. ½ of	21	"	"	320
All of	19	"	"	640.52	N. E. ¼	35	"	"	160
W. ½ of N. W. ¼	23	"	"	80	N. ½ of S. W. ¼	3	27	2	80
S. E. ¼ & E. ½ of N. W. ¼	27	"	"	240	N. ½ of	5	"	"	320.52
W. ½ of N. E. ¼, W. ½ of S. E. ¼, & W. ½	29	"	"	480	S. E. ¼ of S. W. ¼	7	"	"	40
					N. ½ of S. W. ¼ & E. ½ of N. W. ¼ of N. E. ¼	11	"	"	80
					Forward	15	"	"	120
						....	....	.....	20,060.55

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
253 Bro't over				20,060.55
S. ½ of S. E. ¼	17	27	2	80
N. ½ of N. E. ¼	19	"	"	80
S. ½ of N. W. ¼ and W. ½ of S. W. ¼	1	26	3	160
S. E. ¼	5	"	"	160
N. ½ of	11	"	"	320
N. E. ¼	17	"	"	160
N. ½ of N. E. ¼, N. ½ of N. W. ¼	1	27	3	158.52
E. ½ of S. W. ¼ and N. W. ¼ of S. W. ¼	1	"	"	120
All of	3	27	3	632.04
W. ½ of	7	"	"	318.52
W. ½ of N. E. ¼ and N. W. ¼	11	"	"	240
E. ½ of N. E. ¼ and W. ½ of S. E. ¼	33	"	"	160
S. ½ of S. E. ¼	35	"	"	80
Total acres in Wayne County				22,729.63

254 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Pierce County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.
All of	1	25	1	639.40
N. W. ¼	3	"	"	160.41
All of	11	"	"	640
E. ½ & N. W. ¼	13	"	"	480
E. ½, S. W. ¼, & N. W. ¼ of S. W. ¼	13	"	"	120
All of	15	"	"	640
N. ½ and S. W. ¼	23	"	"	480
All of	25	"	"	640
N. E. ¼, W. ½ of S. E. ¼, N. E. ¼ of S. W. ¼	27	"	"	280
S. ½ of N. E. ¼, N. E. ¼ of N. E. ¼, S. E. ¼, & S. ½ of S. W. ¼	35	"	"	360
N. ½ of	1	26	1	320
N. W. ¼	3	26	1	160.99
E. ½ and N. W. ¼	5	"	"	481.08
N. W. ¼ of N. W. ¼	7	"	"	39.02
All of	13	"	"	640
N. ½ & W. ½ of S. W. ¼	15	"	"	400
W. ½ of N. E. ¼ and N. W. ¼	23	"	"	240
N. ½ of N. W. ¼, S. E. ¼ of N. W. ¼, N. E. ¼ of S. W. ¼	25	"	"	160
S. ½ of N. E. ¼	29	"	"	80
S. ½ and N. E. ¼	7	27	1	478.48
Forward				7,439.38

Parts of section.	S.	T.	R.	Acres.
255 Bro't forward				7,439.38
S. ½ of	21	27	1	320
S. E. ¼	29	"	"	160
S. ½ of S. W. ¼	31	"	"	81.36
W. ½ of	33	"	"	320
S. E. ¼ of S. W. ¼ & N. W. ¼ of N. W. ¼	35	"	"	80
S. ½ of N. E. ¼ & S. E. ¼ W. ½ of N. E. ¼, E. ½ of S. W. ¼, W. ½ of S. E. ¼, & S. E. ¼ of S. E. ¼	3	25	2	240
S. W. ¼ of N. E. ¼	11	"	"	280
	15	"	"	40
All of	19	25	2	635.72
N. ½ of	21	"	"	320
S. E. ¼, N. ½ of N. W. ¼, S. ½ of S. W. ¼, & N. E. ½ of S. W. ¼	23	"	"	360
S. W. ¼	25	"	"	160
N. ½ of N. E. ¼, S. W. ¼ of N. E. ¼, N. W. ¼ of S. E. ¼, and W. ½	29	"	"	480
Forward				10,916.46

Parts of section.	S.	T.	R.	Acres.
256 Bro't forward				10,916.46
All of	31	25	2	636
S. ½ of	33	"	"	320
W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	35	"	"	120
N. E. ¼	3	26	2	159.41
S. W. ¼	17	"	"	160
W. ½ of	31	"	"	311.92
W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼, & W. ½ of N. W. ¼	31	27	2	179.08
N. ½ and S. W. ¼ of S. W. ¼	1	28	2	379.33
S. E. ¼	3	"	"	160
N. E. ¼	9	"	"	160
W. ½ N. E. ¼ & W. ½ of S. E. ¼	21	"	"	160
N. E. ¼ & E. ½ of N. W. ¼	25	"	"	240
W. ½ of S. E. ¼ & W. ½ of N. W. ¼	35	"	"	160
Total acres in Pierce Co				14,062.20

257 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Stanton County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
S. E. ¼ of N. E. ¼	1	22	1	40	E. ½ of	29	24	1	320
S. W. ¼ of N. W. ¼	17	23	1	40	S. W. ¼ & N. W. ¼ of N. W. ¼	33	"	"	200
S. E. ¼	31	"	"	160	N. W. ¼ of S. E. ¼	17	23	3	40
N. E. ¼	33	"	"	160	N. E. ¼ of N. E. ¼	27	"	"	40
N. W. ¼ of N. E. ¼	35	"	"	40	N. E. ¼	11	24	2	160
All of	1	24	1	634. 04	W. ½ of N. W. ¼	31	"	"	64. 87
S. ½ of N. E. ¼ and N. W. ¼	11	"	"	240					
S. E. ¼	17	"	"	160	Total acres in Stanton Co				3, 178. 91
S. ½ of S. E. ¼, S. W. ¼, and W. ½ of N. W. ¼	21	"	"	320					
E. ½ of N. E. ¼, N. W. ¼ of N. E. ¼, S. E. ¼, N. W. ¼ of S. W. ¼, N. ½ of N. W. ¼, & S. W. ¼ of N. W. ¼	23	"	"	440	*In Cuming County.*				
S. E. ¼ of N. E. ¼ & W. ½ of N. W. ¼	27	"	"	120	S. E. ¼ of N. W. ¼	19	23	5	40
					Lots 1 & 2	11	24	5	21. 36

258 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Madison County, Nebraska.*

Parts of section.	S.	T	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
N. ½ of S. W. ¼	1	22	1	80	E. ½ of	27	22	1	320
S. W. ¼, N. ½ of N. E. ¼, & S. ½ of S. E. ¼	3	"	"	319. 51	N. E. ¼	25	"	"	160
All of	5	"	"	638. 68	S. ½ of S. W. ¼	3	23	1	80
All of	7	"	"	640. 80	S. E. ¼ of N. W. ¼ & S. E. ¼ of S. E. ¼	5	"	"	80
All of	9	"	"	640	N. ½ of	7	"	"	314. 92
S. ½ of	11	"	"	320	All of	9	"	"	640
S. W. ¼	13	"	"	160	N. E. ¼ of N. W. ¼	13	"	"	40
All of	15	"	"	640	S. ½ of	15	"	"	320
All of	17	"	"	640	S. W. ¼	17	"	"	160
N. W. ¼	21	"	"	160					
N. ½ and S. W. ¼	23	"	"	480	Forward				7, 153. 91
W. ½ of	25	"	"	320					

259 Bro't forward				7, 153. 91	W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼, and W. ½	7	24	1	432. 99
All of	19	23	1	632. 08	S. ½ of N. W. ¼	9	"	"	80
E. ½ of	21	"	"	320	N. ½ of N. E. ¼ & S. ½ of S. E. ¼	13	"	"	160
E. ½ of N. W. ¼ & E. ½ of S. W. ¼	21	"	"	160	S. W. ¼	17	"	"	160
All of	23	"	"	640	E. ½ of N. E. ¼	19	"	"	80
S. ½ of S. W. ¼ & N. ½ of N. W. ¼	25	"	"	160	S. E. ¼ of S. W. ¼ & N. ½ of S. W. ¼	21	"	"	80
N. ½ of N. E. ¼, N. E. ¼ of N. W. ¼, S. ½ of S. E. ¼, & S. ½ of S. W. ¼	27	"	"	280	N. E. ¼ of N. E. ¼	25	"	"	40
W. ½ of	29	"	"	320	W. ½ and S. E. ¼	3	21	2	477. 79
N. E. ¼, S. ½, & S. ½ of N. W. ¼	31	"	"	352. 04	E. ½ of	5	"	"	317. 80
All of	33	"	"	640	E. ½ of	7	"	"	320
E. ½ of N. E. ¼ & S. ½ of N. W. ¼	35	"	"	160	N. E. ¼	9	"	"	160
E. ½ and N. W. ¼	1	24	1	479. 42	Forward				14, 127. 15
N. W. ¼ of N. E. ¼, S. E. ¼, E. ½ of S. W. ¼, and N. W. ¼ of S. W. ¼	5	"	"	321. 19					

260 Bro't forward				14, 127. 15	W. ½ and S. E. ¼	29	22	2	480
S. ½ of	11	21	2	320	All of	33	"	"	640
W. ½ of N. W. ¼	13	"	"	80	W. ½ of N. W. ¼ & S. E. ¼ of N. W. ¼	35	"	"	120
N. W. ¼	19	"	"	163. 40	S. ½ of	1	23	2	320
N. E. ¼	21	"	"	160	N. ½ of S. E. ¼	3	"	"	80
S. E. ¼ and E. ½ of N. W. ¼	27	"	"	240	N. E. ¼	5	"	"	160. 48
W. ½ and S. E. ¼	31	"	"	484	S. ½ of N. E. ¼ and S. ½	7	"	"	398. 75
N. E. ¼, W. ½, S. E. ¼, and W. ½	1	22	2	559. 60	S. E. ¼ of N. E. ¼ and S. ½	9	"	"	360
N. E. ¼, N. ½ of S. E. ¼, & E. ½ of N. W. ¼	3	"	"	318. 61	E. ½ of	11	"	"	320
S. ½ of	15	"	"	320	W. ½ and S. E. ¼	15	"	"	480
S. ½ of	19	"	"	319. 85	All of	17	"	"	640
N. ½ of N. E. ¼ & W. ½ of S. W. ¼	21	"	"	160	W. ½ and S. E. ¼	19	"	"	476. 58
E. ½ and N. ½ of N. W. ¼	23	"	"	400	All of	21	"	"	640
					Forward				22, 769. 36

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
261 Bro't forward				22,769.36
All of	23	23	2	640
All of	25	"	"	640
N. E. ¼	27	"	"	160
All of	29	"	"	640
S. E. ¼	31	"	"	160
N. ½ of S. W. ¼	31	"	"	78.30
All of	33	"	"	640
N. E. ¼	35	"	"	160
E. ½ of N. E. ¼, N. W. ¼ of N. E. ¼	1	24	2	131.27
W. ½ of N. W. ¼, N. W. ¼ of S. W. ¼	1	"	"	123.67
N. ½ of S. E. ¼ & S. E. ¼ of S. E. ¼	1	"	"	120
N. W. ¼ of S. E. ¼, N. ½ of S. W. ¼, N. W. ¼	3	"	"	281.25
W. ½ of N. E. ¼ & N. E. ¼ of N. E. ¼	3	"	"	122.79
All of	5	24	2	642.98
All of	7	"	"	634.16
All of	9	"	"	640
S. ½ of S. E. ¼ & S. ½ of S. W. ¼	11	"	"	160
E. ½ of N. E. ¼, E. ½ of S. E. ¼	13	"	"	160
All of	15	"	"	640
All of	17	"	"	640
N. E. ¼ and N. ½ of N. W. ¼	19	"	"	239.24
N. W. ¼ of S. E. ¼	27	"	"	40
S. E. ¼ of S. W. ¼ and N. W. ¼	35	"	"	200
All of	1	21	3	640
All of	3	"	"	637.20
All of	5	"	"	635.80
Forward				32,576.02
262 Bro't forward				32,576.02
All of	7	21	3	638.24
All of	9	"	"	640
All of	11	"	"	640
N. ½ of N. E. ¼, S. ½ of S. E. ¼, and S. ½ of S. W. ¼	13	"	"	240
W. ½ and S. E. ¼	15	"	"	480
All of	17	"	"	640
All of	19	"	"	642.56
All of	21	"	"	640
E. ½ of	23	"	"	320
S. E. ¼	25	"	"	160
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	641.40
All of	33	21	3	640
N. ½ and S. W. ¼	35	"	"	480
N. ½ and S. E. ¼	3	22	3	477.20
E. ½ and S. W. ¼	5	"	"	477.30
N. E. ¼	7	"	"	160
N. ½ of S. E. ¼, N. ½ of S. W. ¼, & N. ½	9	"	"	480
N. ½ of	11	"	"	320
S. W. ¼ of S. W. ¼	15	"	"	40
S. ½ of N. W. ¼ and S. ½	17	"	"	400
All of	19	"	"	641.12
N. ½ of N. E. ¼, S. ½ of S. E. ¼, and N. W. ¼	21	"	"	320
Forward				43,973.84
263 Bro't forward				43,973.84
All of	23	22	3	640
N. W. ¼	25	"	"	160
S. ½ of	27	"	"	320
N. W. ¼ and S. E. ¼	29	"	"	320
All of	31	"	"	636.80
All of	33	"	"	640
All of	35	"	"	640
E. ½ of S. E. ¼	7	23	3	80
W. ¼ and S. ½ of S. E. ¼	9	"	"	400
E. ½ and S. W. ¼	13	"	"	480
S. W. ¼ of N. E. ¼, W. ½ of S. E. ¼, S. E. ¼ of S. E. ¼, and W. ½	15	"	"	480
All of	17	"	"	640
All of	21	"	"	640
N. W. ¼, E. ½ of S. W. ¼, and S. W. ¼ of S. W. ¼	23	23	3	280
N. E. ¼, E. ½ of N. W. ¼, and S. W. ¼ of N. W. ¼	25	"	"	280
N. ½, N. ½ of S. W. ¼, S. W. ¼ of S. W. ¼, & N. W. ¼ of S. E. ¼	27	"	"	480
All of	29	"	"	640
All of	31	"	"	649.92
All of	33	"	"	640
S. ½ of N. W. ¼ and S. W. ¼	35	"	"	240
All of	1	24	3	638.84
N. ½ and S. W. ¼	3	"	"	479.58
Forward				54,378.98
264 Bro't forward				54,378.98
W. ½ of S. E. ¼	3	24	3	80
All of	5	"	"	638.88
All of	7	"	"	636.80
E. ½ of	9	"	"	320
S. W. ¼	11	"	"	160
E. ½ of N. E. ¼, E. ½ of S. E. ¼, and W. ½	13	"	"	480
E. ½, N. W. ¼, & W. ½ of S. W. ¼	15	"	"	560
S. ½ of	17	"	"	320
N. ½ of N. W. ¼	21	"	"	80
N. W. ¼ of S. E. ¼	23	"	"	40
S. ½ of S. E. ¼	33	"	"	80
S. ½ of N. E. ¼, S. E. ¼, & S. ½ of N. W. ¼	35	"	"	320
All of	1	21	4	640.40
All of	3	"	"	638.84
All of	5	"	"	640.12
All of	7	"	"	633.48
All of	9	"	"	640
All of	11	"	"	640
E. ½, E. ½ of S. W. ¼, S. W. ¼ of S. W. ¼, & S. ½ of N. W. ¼	13	"	"	520
W. ½ & S. E. ¼	15	"	"	480
All of	17	"	"	640
All of	21	"	"	640
Forward				64,207.50

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
265 Bro't forward				64,207.50
All of	23	21	4	640
All of	25	"	"	640
N. ½ and S. E. ¼	27	"	"	480
N. ½ of S. W. ¼	27	"	"	80
E. ½ of N. E. ¼, W. ½ of N. W. ¼	29	"	"	160
& W. ½ of S. W. ¼	29	"	"	80
All of	31	"	"	637.50
S. W. ¼	33	"	"	160
N. E. ¼, N. E. ¼ of S. W. ¼, E. ½ of N. W. ¼, & N. W. ¼ of N. W. ¼	35	"	"	320
All of	1	22	4	639.60
N. ½ and S. W. ¼	3	"	"	482.60
All of	5	"	"	645.04
All of	7	"	"	625.36
266 Bro't forward				74,623.60
All of	29	22	4	640
All of	31	"	"	627.64
All of	33	"	"	640
All of	35	"	"	640
S. W. ¼ of S. W. ¼	1	23	4	40
W. ½ and S. E. ¼	3	"	"	479.99
All of	5	"	"	639.38
E. ½, S. W. ¼, & E. ½ of N. W. ¼	7	"	"	553.80
W. ½ and S. E. ¼	9	"	"	480
E. ½ of	11	"	"	320
E. ½ and S. W. ¼	13	"	"	480
E. ½ of S. E. ¼, S. W. ¼ of S. E. ¼, W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼, W. ½ of N. W. ¼	15	"	"	320
267 Bro't forward				85,274.77
All of	1	24	4	638.56
E. ½, E. ½ of N. W. ¼, N. W. ¼ of N. W. ¼	3	"	"	435.84
All of	5	"	"	639.98
W. ½ of N. E. ¼ & N. W. ¼	9	"	"	240
N. ½ & N. ½ of S. E. ¼	11	"	"	400
All of	9	23	4	640
S. ½ of	11	"	"	320
E. ½ of S. W. ¼, & S. W. ¼ of S. W. ¼	13	"	"	120
N. ½ of N. E. ¼, S. ½ of S. E. ¼, and W. ½	15	"	"	480
All of	17	"	"	640
All of	19	"	"	636
All of	21	"	"	640
S. ½ of N. E. ¼, N. E. ¼ of N. E. ¼, S. E. ¼, S. ½ of S. W. ¼, & N. W. ¼ of N. W. ¼	23	"	"	400
All of	25	"	"	640
W. ½ of	27	"	"	320
Forward				74,623.60
All of	17	23	4	640
E. ½ of S. E. ¼	19	"	"	80
N. W. ¼ & N. W. ¼ of S. W. ¼	21	"	"	200
All of	23	"	"	640
All of	25	"	"	640
N. E. ¼, S. ½ of S. W. ¼	27	"	"	240
S. W. ¼ of N. E. ¼, N. W. ¼ of N. E. ¼, and W. ½	29	"	"	440
All of	31	"	"	630.36
All of	33	"	"	640
All of	35	"	"	640
Forward				85,274.77
N. E. ¼	13	24	4	160
N. E. ¼ of N. E. ¼	15	"	"	40
S. E. ¼	27	"	"	160
Total acres in Madison Co				87,979.15

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EXHIBIT D.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Platte County, Nebraska.

Parts of section.	S.	T.	R.	Acres.
N. E. ¼	3	20	1	156.48
W. ½ of S. W. ¼ & W. ½ of N. W. ¼	3	"	"	158.03
N. ½ of N. E. ¼, S. ½ of S. E. ¼, & N. W. ¼	9	"	"	320
N. ½ of S. E. ¼, N. ½ of S. W. ¼	11	"	"	160
N. W. ¼ of N. W. ¼	11	"	"	40
W. ½ of	1	20	2	307
All of	3	"	"	611.54
All of	7	"	"	634.20
All of	9	"	"	640
All of	11	"	"	640
All of	19	"	"	628.36
All of	9	19	3	325.12
N. ½ of	7	"	"	318.98
All of	1	20	3	611.76
All of	3	"	"	603.96
All of	5	"	"	601.64
N. ½ of	7	"	"	310.95
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
E. ½ of	17	"	"	320
Forward				9,948.02

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
269 Bro't forward				9,948.02
S. W. ¼ of N. W. ¼ & W. ½ of S. W. ¼	19	20	3	106.94
N. ½, S. W. ¼, & W. ½ of S. E. ¼	21	"	"	560
All of	23	"	"	640
N. ½ of	25	"	"	320
N. E. ¼ and E. ½ of S. E. ¼	27	"	"	240
S. ½ of N. W. ¼ & N. W. ¼ of S. W. ¼	29	"	"	120
All of	31	"	"	622.84
N. E. ¼ of N. E. ¼ & S. ½ of S. W. ¼	33	"	"	120
N. W. ¼	35	"	"	160
All of	1	19	4	645.60
All of	3	"	"	657.28
All of	5	"	"	654.32
All of	7	19	4	625.60
All of	9	"	"	640
S. W. ¼	11	"	"	160
N. ½ and S. W. ¼	15	"	"	480
All of	17	"	"	640
All of	19	"	"	634.54
N. ½ of	21	"	"	320
N. W. ¼	29	"	"	160
N. E. ¼, N. ½ of S. E. ¼, S. E. ¼ of S. E. ¼, & N. E. ¼ of S. W. ¼	1	"	"	305.01
S. ½ of	3	"	"	320
All of	5	"	"	619.12
N. ½ of N. E. ¼, S. W. ¼ of N. E. ¼, S. ½, and N. W. ¼	7	"	"	578.08
Forward				20,276.65

Parts of section.	S.	T.	R.	Acres.
270 Bro't forward				20,276.65
All of	9	20	4	640
S. ½ of S. W. ¼ & N. ½ of N. W. ¼	11	"	"	160
S. W. ¼ of N. E. ¼ & S. W. ¼	13	"	"	200
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	617
All of	21	"	"	640
All of	23	20	4	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	615.76
All of	33	"	"	640
All of	35	"	"	640
Total acres in Platte Co				28,269.41

271 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Antelope County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.
N. W. ¼	5	23	5	160.55
W. ½ of	7	"	"	314.64
E. ½ of	9	"	"	320
E. ½ & N. W. ¼	11	"	"	480
All of	13	"	"	640
N. ½ of N. E. ¼	15	"	"	80
All of	17	"	"	640
All of	19	"	"	634.64
N. ½ of N. E. ¼	21	"	"	80
N. ½ of N. W. ¼, S. W. ¼ of N. W. ¼	21	"	"	120
W. ½ of S. W. ¼	21	"	"	80
All of	23	23	5	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	635.13
All of	33	"	"	640
All of	35	"	"	640
N. ½ of N. W. ¼	1	24	5	74.56
W. ½ of	19	"	"	302.48
N. W. ¼ of N. W. ¼	21	"	"	40
Forward				8,442.99

Parts of section.	S.	T.	R.	Acres.
272 Bro't forward				8,442.99
All of	31	24	5	627.92
N. ½ and S. E. ¼	33	"	"	480
All of	35	"	"	640
All of	1	25	5	641.80
All of	3	"	"	640.84
All of	5	"	"	633.44
N. ½ of N. E. ¼, S. ½ of S. E. ¼	7	"	"	160
W. ½ of	7	"	"	311.36
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
N. ½ of	15	"	"	320
S. ½ of N. E. ¼, W. ½ of N. W. ¼	17	"	"	160
N. E. ¼ of S. E. ¼, S. W. ¼ of S. E. ¼	17	"	"	80
W. ½ of S. W. ¼ & S. E. ¼ of S. W. ¼	17	25	5	120
All of	19	"	"	638
E. ½ of	21	"	"	320
N. ½ of N. W. ¼ & E. ½	23	"	"	400
N. ½ of N. W. ¼ & S. E. ¼ of N. W. ¼	25	"	"	120
All of	27	"	"	640
All of	29	"	"	640
S. E. ¼	31	"	"	160
N. ½ of N. E. ¼ & S. ½ of S. E. ¼	35	"	"	160
All of	1	23	6	640.40
E. ½ and S. W. ¼	5	"	"	480.37
All of	7	"	"	604.92
Forward				19,982.04

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
273 Bro't forward	....	....	....	19,982.04	All of	33	23	6	640
N. E. ¼, E. ½ of S. E. ¼	11	23	6	240	All of	35	"	"	640
S. W. ¼ of S. E. ¼, S. ½ of S. W. ¼	11	"	"	120	S. ½, N. E. ¼, & S. ½ of N. W. ¼	3	24	6	560.64
S. E. ¼ of N. W. ¼	11	"	"	40	All of	5	"	"	661.44
All of	13	"	"	640	All of	7	"	"	610.24
E. ½ and S. W. ¼	15	"	"	480	All of	9	"	"	640
N. ½ and S. W. ¼	17	"	"	480	All of	17	"	"	640
All of	19	"	"	609.32	W. ½ & N. E. ¼	19	"	"	480.32
S. ½ of	21	"	"	320	N. ½ of	21	"	"	320
All of	23	"	"	640	W. ½ of N. E. ¼ & W. ½ of S. E. ¼	23	"	"	160
All of	25	"	"	640	E. ½ of	25	"	"	320
All of	27	"	"	640	N. ½ of	29	"	"	320
All of	29	"	"	640					
All of	31	"	"	614.40	Forward	....	....	....	32,057.42

274 Bro't forward	....	....	....	32,057.42	N. E. ¼	17	25	6	160
E. ½ and N. W. ¼	31	24	6	467.31	S. W. ¼	19	"	"	166.78
N. ½ of	33	"	"	320	All of	23	"	"	640
N. ½ of S. E. ¼ & N. ½ of S. W. ¼	33	"	"	160	All of	25	"	"	640
S. ½ of N. E. ¼, S. E. ¼	35	"	"	240	All of	31	"	"	646.40
S. E. ¼ of N. W. ¼	35	"	"	40	E. ½ of N. E. ¼	35	"	"	80
All of	1	25	6	637.88	All of	1	23	7	640.76
All of	3	"	"	638.48	All of	3	"	"	641.02
All of	5	"	"	633.59	All of	5	"	"	635.52
E. ½ of	7	"	"	320	All of	7	"	"	630.38
S. W. ¼	9	"	"	160	All of	9	"	"	640
All of	11	"	"	640	All of	11	"	"	640
N. E. ¼ of	13	"	"	160	All of	13	"	"	640
N. E. ¼	15	"	"	160	Forward	....	....	....	43,425.47

275 Forward	....	....	....	43,425.47	N. E. ¼ of S. E. ¼	1	25	7	40
All of	15	23	7	640	N. E. ¼ of N. E. ¼	5	"	"	39.53
All of	17	"	"	640	S. E. ¼	7	"	"	160
All of	19	"	"	634.80	S. ½ and S. W. ¼ of N. W. ¼	9	"	"	360
All of	21	"	"	640	All of	15	"	"	640
All of	23	"	"	640	All of	17	"	"	640
All of	25	"	"	640	All of	19	"	"	639.36
All of	27	"	"	640	All of	21	"	"	640
All of	29	"	"	640	All of	23	"	"	640
All of	31	"	"	628.92	All of	25	"	"	640
All of	33	"	"	640	All of	27	"	"	640
All of	35	"	"	640	All of	29	"	"	640
N. W. ¼, S. ½ of N. E. ¼, & N. E. ¼ of N. E. ¼	1	25	7	274	Forward	....	....	....	56,432.06

276 Bro't forward	....	....	....	56,432.08	All of	35	25	7	640
All of	31	25	7	640.56					
All of	33	"	"	640	Total acres in Antelope Co.	....	....	....	58,352.64

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EXHIBIT E.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Boone County, Nebraska.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	5	18	5	640	All of	25	19	5	640
All of	7	"	"	638.04	All of	29	"	"	640
All of	1	19	5	644.16	All of	31	"	"	636.72
E. ½ and S. W. ¼	3	"	"	484.10	S. ½ of	33	"	"	320
E. ½ of N. W. ¼	3	"	"	81.53	N. E. ¼ and E. ½ of N. W. ¼	35	"	"	240
E. ½ of	5	"	"	320.99	All of	1	20	5	622.44
W. ½ of S. W. ¼	7	"	"	66.69	All of	3	"	"	628.44
W. ½ of	9	"	"	320	All of	5	"	"	631.40
All of	11	"	"	640	All of	7	"	"	615.12
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	640	All of	11	"	"	640
All of	19	"	"	617.52	All of	13	"	"	640
S. W. ¼	21	"	"	160					
All of	23	"	"	640	Forward	....	....	....	13,416.85

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
278 Bro't forward	...	...	...	13,416.85
All of	15	20	5	640
All of	17	"	"	640
All of	19	"	"	615.28
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
W. ½ of S. E. ¼ S. W. ¼, and N. ½	29	"	"	560
N. ½ of S. E. ¼, N. ½ of S. W. ¼, and N. ½	31	"	"	462.86
E. ½ & S. W. ¼	33	"	"	480
All of	35	"	"	640
All of	1	21	5	642.88
All of	3	"	"	645.64
All of	5	"	"	642.92
All of	7	"	"	639.64
All of	9	21	5	640
N. ½ & S. E. ¼	11	"	"	480
E. ½ of S. W. ¼, and N. W. ¼ of S. W. ¼	11	"	"	120
N. ½ of N. W. ¼ & S. ½ of S. W. ¼	13	"	"	160
N. ½ of N. E. ¼, S. W. ¼ of N. E. ¼	15	"	"	120
W. ½ & S. E. ¼	15	"	"	480
All of	17	"	"	640
All of	19	"	"	641.24
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
Forward	...	...	...	28,427.31

Parts of section.	S.	T.	R.	Acres.
279 Bro't forward	...	...	...	28,427 31
All of	29	21	5	640
All of	31	"	"	641.60
All of	33	"	"	640
All of	35	"	"	640
All of	1	22	5	642.80
All of	3	"	"	645.80
All of	5	"	"	647
All of	7	"	"	648.68
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	649.04
All of	21	"	"	640
All of	23	22	5	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	640.48
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	6	640
All of	3	"	"	640
All of	5	"	"	640
All of	7	"	"	645
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
Forward	...	...	...	47,027.71

Parts of section.	S.	T.	R.	Acres.
280 Bro't forward	...	...	...	47,027.71
All of	15	18	6	640
All of	17	"	"	640
All of	19	"	"	649.88
All of	21	"	"	600
All of	23	"	"	607.92
Lots No. 1 & 2	29	"	"	14.43
N. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	1	19	6	119.80
E. ½ of S. E. ¼, S. W. ¼ of S. E. ¼	1	"	"	120
S. ½ of S. W. ¼	1	"	"	80
All of	3	"	"	639.60
All of	5	"	"	640.56
All of	7	"	"	621.68
All of	9	"	"	640
All of	11	"	"	640
All of	13	19	6	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	623.04
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	627.88
All of	33	"	"	640
All of	35	"	"	640
All of	1	20	6	649.06
All of	3	"	"	652.92
Forward	...	...	...	62,434.48

Parts of section.	S.	T.	R.	Acres.
281 Bro't forward	...	...	...	62,434.48
All of	5	20	6	668.64
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
N. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	15	"	"	120
N. E. ¼ of S. E. ¼	15	"	"	40
S. ½ of S. E. ¼, W. ½ of N. W. ¼	19	"	"	147.58
S. ½ of S. W. ¼ & N. W. ¼ of S. W. ¼	19	"	"	108.02
N. W. ¼	21	"	"	160
N. ½ of N. E. ¼, S. E. ¼ of N. E. ¼	23	"	"	120
N. E. ¼ of S. E. ¼	23	"	"	40
S. ½ of S. W. ¼, E. ½ of N. W. ¼, & E. ½	25	"	"	480
S. W. ¼	27	"	"	160
All of	29	20	6	640
All of	31	"	"	618.72
All of	33	"	"	640
S. W. ¼	35	"	"	160
All of	1	21	6	641.48
All of	3	"	"	643.96
All of	5	"	"	641.12
All of	7	"	"	634.72
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	637.28
All of	21	"	"	640
All of	23	"	"	640
Forward	...	...	...	76,036.00

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
282 Bro't forward	....	....	....	76,036.00	All of	19	22	6	623.60
All of	25	21	6	640	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	640	All of	25	"	"	640
All of	31	"	"	640.04	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	633.36
All of	1	22	6	640	All of	33	"	"	640
All of	3	"	"	642.04	All of	35	"	"	640
All of	5	"	"	639.40	All of	1	18	7	640
All of	7	"	"	619.68	All of	3	"	"	640
All of	9	"	"	640	All of	5	"	"	640
All of	11	"	"	640	All of	7	"	"	638.80
All of	13	"	"	640					
All of	15	"	"	640	Forward	....	....	....	93,902.92
All of	17	"	"	640					
283 Bro't forward	....	....	....	93,902.92	All of	5	19	7	640.24
All of	9	18	7	640	All of	7	"	"	636.52
All of	11	"	"	640	All of	9	"	"	640
All of	13	"	"	640	All of	11	"	"	640
All of	15	"	"	640	All of	13	"	"	640
All of	17	"	"	640	All of	15	"	"	640
All of	19	"	"	629.12	All of	17	"	"	640
All of	21	"	"	640	All of	19	"	"	638
All of	23	"	"	640	All of	21	"	"	640
All of	25	"	"	613.80	All of	23	"	"	640
All of	27	"	"	640	All of	25	"	"	640
All of	29	"	"	640	All of	27	"	"	640
All of	31	"	"	628.71	All of	29	"	"	640
All of	33	"	"	635.44	All of	31	"	"	629.36
All of	1	19	7	640					
All of	3	"	"	641.20	Forward	....	....	....	112,375.31
284 Bro't forward	....	....	....	112,375.31	All of	27	20	7	640
All of	33	19	7	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	632.80
E. ½ of N. E. ¼	1	20	7	87.61	All of	33	"	"	640
All of	3	"	"	678.58	All of	35	"	"	640
All of	5	"	"	674.14	All of	1	21	7	640.38
All of	7	"	"	623.20	All of	3	"	"	636.84
All of	9	"	"	640	All of	5	"	"	641.52
All of	11	"	"	640	All of	7	"	"	629.44
S. W. ¼	13	"	"	160	All of	9	"	"	640
All of	15	"	"	640	E. ½ of S. E. ¼, E. ½ of S. W. ¼, & N. ½	11	"	"	480
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	622	All of	15	"	"	640
All of	21	"	"	640					
All of	23	"	"	640					
All of	25	"	"	640	Forward	....	....	....	129,111.82
285 Bro't forward	....	....	....	129,111.82	All of	11	22	7	640
All of	17	21	7	640	All of	13	"	"	640
All of	19	"	"	637.40	All of	15	"	"	640
All of	21	"	"	640	All of	17	"	"	640
All of	23	"	"	640	All of	19	"	"	628.82
All of	25	"	"	640	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	640	All of	25	"	"	640
All of	31	"	"	639.80	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
W. ½ of	35	"	"	320	All of	31	"	"	626.52
All of	1	22	7	639.20	All of	33	"	"	640
All of	3	"	"	638.78	All of	35	"	"	640
All of	5	"	"	640.40	All of	7	16	8	414.94
All of	7	"	"	628.80					
All of	9	"	"	640	Forward	....	....	....	147,085.78

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
286 Bro't forward	....	....	....	147,085.78	All of	21	18	8	640
All of	19	16	8	405.64	All of	23	"	"	640
All of	31	"	"	395.60	All of	25	"	"	640
All of	7	17	8	577	All of	27	"	"	640
All of	19	"	"	597.60	All of	29	"	"	640
All of	31	"	"	594.28	All of	31	"	"	641.42
All of	1	18	8	640	All of	33	"	"	635.20
All of	3	"	"	640	All of	35	"	"	625.96
All of	5	"	"	640	All of	1	19	8	641.68
All of	7	"	"	634.96	All of	3	"	"	642.88
All of	9	"	"	640	All of	5	"	"	640.64
All of	11	"	"	640	All of	7	"	"	619.44
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	640					
All of	17	"	"	640	Forward	....	....	....	164,331.92
All of	19	"	"	633.84					
287 Bro't forward	....	....	....	164,331.92	All of	5	20	8	657.78
All of	11	19	8	640	All of	7	"	"	607.20
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	640	All of	11	"	"	640
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	626.72	All of	15	"	"	640
All of	21	"	"	640	All of	17	"	"	640
All of	23	"	"	640	All of	19	"	"	614
All of	25	"	"	640	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	640	All of	25	"	"	640
All of	31	"	"	636.96	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	615.52
All of	1	20	8	671.56					
All of	3	"	"	665.86	Forward	....	....	....	182,867.52
288 Bro't forward	....	....	....	182,867.52					
All of	33	20	8	640					
All of	35	"	"	640					
Total acres in Boone Co	....	....	....	184,147.52					

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EXHIBIT F.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Sherman County, Nebraska.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	1	13	13	639.28	All of	7	14	13	629.9
All of	3	"	"	639.90	All of	9	"	"	640
All of	5	"	"	637.98	All of	11	"	"	640
All of	7	"	"	616.74	All of	13	"	"	640
All of	9	"	"	640	All of	15	"	"	640
All of	11	"	"	640	All of	17	"	"	640
N. W. ¼	13	"	"	160	All of	19	"	"	630.24
N. ½ of	15	"	"	320	All of	21	"	"	640
All of	17	"	"	588.12	All of	23	"	"	640
N. ½ of	19	"	"	318.77	All of	25	"	"	640
S. E. ¼ & W. ½	1	14	13	479.18	All of	27	"	"	640
All of	3	"	"	637.21					
All of	5	"	"	637.50	Forward	....	....	....	13,974.90

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
290 Brought forward				13,974.90
All of	29	14	13	640
All of	31	"	"	633.60
All of	33	"	"	640
All of	35	"	"	640
All of	1	15	13	639.10
All of	3	"	"	637.84
All of	5	"	"	639.34
All of	7	"	"	630.38
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	632.78
All of	21	"	"	640
All of	23	15	13	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	628.40
All of	33	"	"	640
All of	35	"	"	640
All of	1	16	13	627.80
All of	3	"	"	635.48
All of	5	"	"	635.16
All of	7	"	"	630.10
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
Forward				32,432.88

291 Brought forward				32,432.88
All of	15	16	13	640
All of	17	"	"	640
All of	19	"	"	621.02
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	622.78
All of	33	"	"	640
All of	35	"	"	640
All of	1	13	14	614.99
All of	3	"	"	638.46
All of	5	"	"	638.86
All of	7	"	"	628.08
All of	9	13	14	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	633.98
All of	21	"	"	640
All of	23	"	"	640
N. ½ of	25	"	"	320
N. ½ of	27	"	"	320
All of	29	"	"	640
N. ½ of	31	"	"	319.84
All of	1	14	14	640.80
Forward				49,310.79

292 Brought forward				49,310.79
All of	3	14	14	638.30
All of	5	"	"	530.11
All of	7	"	"	622.40
All of	9	"	"	519.10
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	599.50
All of	17	"	"	640
All of	19	"	"	621.34
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	574.58
All of	29	"	"	640
All of	31	"	"	626.40
All of	33	14	14	640
All of	35	"	"	612.95
All of	1	15	14	640.44
All of	3	"	"	637.58
All of	5	"	"	637.96
All of	7	"	"	635.96
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	392.29
All of	21	"	"	640
All of	23	"	"	640
Forward				67,319.72

293 Brought forward				67,319.72
All of	25	15	14	640
All of	27	"	"	640
All of	29	"	"	563.10
All of	31	"	"	623.18
All of	33	"	"	640
All of	35	"	"	640
All of	1	16	14	628.88
All of	3	"	"	628.20
All of	5	"	"	629.86
All of	7	"	"	620.70
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	16	14	621.52
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	621.04
All of	33	"	"	640
All of	35	"	"	640
All of	1	13	15	638.44
All of	3	"	"	639.48
All of	5	"	"	640
All of	7	"	"	635.20
Forward				85,049.32

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
294 Brought forward				85,049.52	All of	3	14	15	640.16
All of	9	13	15	640	All of	5	"	"	640.16
All of	11	"	"	640	All of	7	"	"	626.32
All of	13	"	"	640	All of	9	"	"	640
All of	15	"	"	640	All of	11	"	"	640
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	637.14	All of	15	"	"	640
All of	21	"	"	640	All of	17	"	"	640
All of	23	"	"	640	All of	19	"	"	625.98
All of	25	"	"	640	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	640	All of	25	"	"	640
All of	31	"	"	638.40	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640					
All of	1	14	15	639.36	Forward				103,577.04
295 Brought forward				103,577.04	All of	25	15	15	640
All of	31	14	15	631.74	All of	27	"	"	640
All of	33	"	"	640	All of	29	"	"	640
All of	35	"	"	640	All of	31	"	"	628.06
All of	1	15	15	639.38	All of	33	"	"	640
All of	3	"	"	638.88	All of	35	"	"	640
All of	5	"	"	639.68	All of	1	16	15	630.44
All of	7	"	"	626.30	All of	3	"	"	632.06
All of	9	"	"	640	All of	5	"	"	630.48
All of	11	"	"	560	All of	7	"	"	610.36
All of	13	"	"	576.10	All of	9	"	"	640
All of	15	"	"	640	All of	11	"	"	640
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	628.08					
All of	21	"	"	640	Forward				121,248.60
All of	23	"	"	640					
296 Brought forward				121,248.60	E. ½ of	25	13	16	320
All of	15	16	15	640	E. ½ of	1	14	16	320.16
All of	17	"	"	593	E. ½ of	13	"	"	320
All of	19	"	"	628.24	E. ½ of	25	"	"	320
All of	21	"	"	573.20	E. ½ of	1	15	16	319.84
All of	23	"	"	640	E. ½ of	13	"	"	320
All of	25	"	"	640	E. ½ of	25	"	"	320
All of	27	"	"	578.40	E. ½ of	1	16	16	278.70
All of	29	"	"	640	E. ½ of	13	"	"	320
All of	31	"	"	639.78	E. ½ of	25	"	"	320
All of	33	"	"	640					
All of	35	"	"	603.50	Total acres in Sherman Co.				131,853.53
E. ½ of	1	13	16	320.11					
E. ½ of	13	"	"	320					

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EXHIBIT G.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Howard County, Nebraska.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	3	15	9	639.94	All of	1	16	9	638.92
N. E. ¼, E. ½ of N. W. ¼, E. ½ of S. E. ¼, & N. W. ¼ of S. W. ¼	5	"	"	359.16	All of	3	"	"	634.54
					All of	5	"	"	634.02
					All of	7	"	"	615.80
W. ½ of N. E. ¼, N. W. ¼, N. W. ¼ of S. E. ¼, N. E. ¼ of S. W. ¼, & lots numbered 3, 4, 5, & 6	7	"	"	429.26	All of	9	"	"	640
					All of	11	"	"	640
					All of	13	"	"	640
					All of	15	"	"	640
N. E. ¼ of S. W. ¼, lot No. 2, & N. ½ of	9	"	"	389.50	All of	17	"	"	640
					N. ½ of N. W. ¼, W. ½ of S. W. ¼, & E. ½ of	19	"	"	462.73
Lots 1 & 2, S. ½ of N. W. ¼, & S. W. ¼	17	"	"	330.50					
N. ½ of	19	"	"	315.92	Forward				8,650.29

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

	Parts of section.	S.	T.	R.	Acres.
298	Brought forward	....	....	....	8,650.29
	All of	21	16	9	640
	All of	23	"	"	640
	All of	25	"	"	640
	All of	27	"	"	640
	All of	29	"	"	640
	S. W. ¼ & N. ½ of	31	"	"	463.20
	All of	33	"	"	640
	All of	35	"	"	640
	W. ½ of	5	14	10	319.41
	S. E. ¼ & N. W. ¼	7	"	"	315.17
	All of	1	15	10	639
	All of	3	"	"	638.46
	All of	5	"	"	637.92
	N. ½ of	7	"	"	312.60
	All of	9	"	"	640
	All of	11	15	10	640
	Lots numbered 1, 2, 3, 4, 9, & 10, S. E. ¼ of S. W. ¼, & N. W. ¼ of N. W. ¼	13	"	"	284.60
	N. ½ of N. E. ¼, S. W. ¼ of N. E. ¼, E. ½ of N. W. ¼ N. W. ¼ of N. W. ¼, S. E. ¼ of S. E. ¼, & S. W. ¼ of S. W. ¼	15	"	"	320
	Lots numbered 2, 5, 6, 7, & 8	17	"	"	205.60
	S. ½ of N. E. ¼, S. ½ of N. W. ¼, N. W. ¼ of N. W. ¼, & S. ½	19	"	"	508.22
	Forward	....	....	....	19,054.47

	Parts of section.	S.	T.	R.	Acres.
299	Brought forward	....	....	....	19,054.47
	Lot number 2, S. ½ of N. E. ¼, N. W. ¼ of N. E. ¼, & S. ½	21	15	10	463.50
	S. E. ¼ of N. E. ¼, W. ½ of S. E. ¼, & S. W. ¼	23	"	"	280
	Lots numbered 3 and 4, and S. E. ¼ of N. E. ¼	25	"	"	122.50
	S. W. ¼ & N. ½	27	"	"	480
	All of	29	"	"	640
	S. ½ of	31	"	"	315.61
	N. W. ¼	33	"	"	160
	E. ½ of N. W. ¼	35	"	"	80
	All of	1	16	10	638.28
	All of	3	"	"	636.60
	All of	5	"	"	634.04
	All of	7	"	"	631.50
	All of	9	"	"	640
	All of	11	"	"	640
	All of	13	"	"	640
	All of	15	"	"	640
	All of	17	"	"	640
	All of	19	"	"	632.78
	All of	21	"	"	640
	All of	23	"	"	640
	All of	25	"	"	640
	All of	27	"	"	640
	Forward	....	....	....	30,511.28

	Parts of section.	S.	T.	R.	Acres.
300	Brought forward	....	....	....	30,511.28
	All of	29	16	10	640
	All of	31	"	"	622.88
	All of	33	"	"	640
	All of	35	"	"	640
	All of	1	14	11	640.64
	All of	3	"	"	640.36
	All of	5	"	"	638.56
	All of	7	"	"	631.20
	All of	9	"	"	640
	All of	11	"	"	640
	All of	15	"	"	640
	All of	17	"	"	640
	All of	19	"	"	632.56
	All of	29	"	"	640
	S. E. ¼ & N. ½ of	1	15	11	479.68
	Lots numbered 3, 4, 5, 6, & 9	3	"	"	218.24
	N. W. ¼	5	"	"	159.78
	All of	7	"	"	625.92
	S. ½ of N. W. ¼ & S. ½	9	"	"	400
	N. W. ¼ of S. E. ¼, N. E. ¼ of S. W. ¼, and lot No. 2	11	"	"	117.80
	All of	15	"	"	640
	All of	17	"	"	640
	All of	19	"	"	627.60
	All of	21	"	"	640
	Forward	....	....	....	43,966.52

	Parts of section.	S.	T.	R.	Acres.
301	Brought forward	....	....	....	43,966.52
	S. ½ of N. E. ¼, N. W. ¼, & S. ½	23	15	11	560
	S. W. ¼ & N. ½	25	"	"	480
	All of	27	"	"	640
	All of	29	"	"	640
	All of	31	"	"	628.38
	All of	33	"	"	640
	All of	35	"	"	640
	All of	1	16	11	634.28
	All of	3	"	"	634.60
	All of	5	"	"	636.32
	Lots No. 1, 2, 3, 5, & 6, S. E. ¼ of N. E. ¼ & S. E. ¼ of S. W. ¼	7	"	"	299.60
	All of	9	"	"	640
	All of	11	16	11	640
	All of	13	"	"	640
	All of	15	"	"	640
	N. E. ¼, N. E. ¼ of N. W. ¼, and lots No. 5 & 6	17	"	"	274.70
	S. ½ of	19	"	"	311.80
	S. E. ¼, N. ½ of S. W. ¼, S. E. ¼ of S. W. ¼, & N. ½	21	"	"	600
	All of	23	"	"	640
	All of	25	"	"	640
	N. ½ of N. W. ¼, S. E. ¼ of N. W. ¼, N. E. ¼ of S. W. ¼, lot No. 2, & E. ½	27	"	"	528
	Forward	....	....	....	55,876.20

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
302 Brought forward				55,876.20
S. ½ of	29	16	11	320
All of	31	"	"	622.64
S. E. ¼	33	"	"	160
N. W. ¼, N. E. ¼ of S. W. ¼, & E. ½	35	"	"	520
N. ½ of	3	13	12	320.16
All of	5	"	"	640.06
N. ½ of	7	"	"	318
N. W. ¼	9	"	"	160
All of	1	14	12	639
All of	3	"	"	639.12
N. E. ¼, E. ½ of S. E. ¼, S. ½ of S. W. ¼, E. ½ of N. W. ¼, & N. W. ¼ of N. W. ¼	5	"	"	438.96
All of	7	"	"	630.48

Parts of section.	S.	T.	R.	Acres.
N. ½ of	9	14	12	320
N. ¼ of S. E. ¼, & W. ½ of S. W. ¼	9	"	"	160
All of	11	"	"	640
All of	13	"	"	640
N. E. ¼, N. E. ¼ of N. W. ¼, E. ½ of S. W. ¼, & S. W. ¼ of S. W. ¼	15	"	"	320
All of	17	"	"	640
All of	19	"	"	632.38
All of	21	"	"	640
S. ½ of	25	"	"	320
All of	27	"	"	640
All of	29	"	"	640
Forward				66,877

Parts of section.	S.	T.	R.	Acres.
303 Brought forward				66,877.00
All of	31	14	12	635.68
All of	33	"	"	640
All of	35	"	"	640
All of	1	15	12	640.18
All of	3	"	"	639.68
All of	5	"	"	639.04
All of	7	"	"	625.76
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	627.74
All of	21	"	"	640

Parts of section.	S.	T.	R.	Acres.
All of	25	15	12	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	629.60
All of	33	"	"	640
All of	35	"	"	640
Lots numbered 1, 2, 3, 4, 5, 6, & 7, & S. E. ¼ of N. E. ¼	1	16	12	313.60
All of	3	"	"	635.86
All of	5	"	"	635.74
All of	7	"	"	634.56
Forward				81,844.44

Parts of section.	S.	T.	R.	Acres.
304 Brought forward				81,844.44
All of	9	16	12	640
All of	11	"	"	640
W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼, N. W. ¼ & S. ½	13	"	"	600
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	626.78
All of	21	"	"	640
All of	23	"	"	640

Parts of section.	S.	T.	R.	Acres.
All of	25	16	12	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	624.16
All of	33	"	"	640
All of	35	"	"	640
All of	23	15	12	640
Total acres in Howard Co				91,375.38

305 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Greeley County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.
All of	1	17	9	638.34
All of	3	"	"	642.34
All of	5	"	"	641.92
All of	7	"	"	640.88
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	640.32
All of	21	"	"	640
All of	23	"	"	640

Parts of section.	S.	T.	R.	Acres.
All of	25	17	9	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	639.90
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	9	642.18
All of	3	"	"	642
All of	5	"	"	639.42
All of	7	"	"	624.74
Forward				14,072.04

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
306 Bro't forward				14,072.04
All of	9	18	9	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	628.96
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	617.44
All of	33	"	"	640
All of	35	"	"	640
307 Bro't forward				30,034.72
All of	33	19	9	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	625.44
All of	33	"	"	640
All of	35	"	"	640
All of	1	20	9	645.48
All of	3	"	"	646.86
All of	5	"	"	649.32
All of	7	"	"	627.60
All of	9	"	"	640
All of	11	"	"	640
308 Bro't forward				45,999.82
All of	1	17	10	645.08
All of	3	"	"	639.34
All of	5	"	"	638.44
All of	7	"	"	633.38
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	639.58
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
309 Bro't forward				61,988.04
All of	15	18	10	640
All of	17	"	"	640
All of	19	"	"	626.78
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	634.58
All of	33	"	"	640
All of	35	"	"	640
All of	1	19	10	642.62
All of	3	"	"	643.76
310 Bro't forward				77,751.56
All of	29	19	10	640
All of	31	"	"	637.34
All of	33	"	"	640
All of	35	"	"	640
All of	1	20	10	651.22
All of	3	"	"	648.18
All of	5	"	"	639.68
All of	7	"	"	626.40
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640

Parts of section.	S.	T.	R.	Acres.
All of	35	18	9	640
All of	1	19	9	643.52
All of	3	"	"	639.52
All of	5	"	"	639.10
All of	7	"	"	625.92
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	628.32
All of	21	"	"	640
Forward				30,034.72
All of	13	20	9	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	623.84
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	638.72
All of	33	"	"	640
All of	35	"	"	640
Forward				45,999.82
All of	27	17	10	640
All of	29	"	"	640
All of	31	"	"	641.18
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	10	636.56
All of	3	"	"	640.68
All of	5	"	"	641.98
All of	7	"	"	633.02
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
Forward				61,988.04
All of	5	19	10	637.20
All of	7	"	"	628.18
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	630.40
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
Forward				77,751.56
All of	19	20	10	614.78
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	614.72
All of	33	"	"	640
All of	35	"	"	640
All of	1	17	11	642.60
All of	3	"	"	642.16
All of	5	"	"	642.02
Forward				93,710.66

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
311 Bro't forward	...	...	...	93,710.66	All of	33	17	11	640
All of	7	17	11	639.20	All of	35	"	"	640
All of	9	"	"	640	All of	1	18	11	641.18
All of	11	"	"	640	All of	3	"	"	640
All of	13	"	"	640	All of	5	"	"	640.42
All of	15	"	"	640	All of	7	"	"	628.54
All of	17	"	"	640	All of	9	"	"	640
All of	19	"	"	642.40	All of	11	"	"	640
All of	21	"	"	640	All of	13	"	"	640
All of	23	"	"	640	All of	15	"	"	640
All of	25	"	"	640	All of	17	"	"	640
All of	27	"	"	640					
All of	29	"	"	640	Forward				108,742.49
N. E. ¼, N. W. ¼ of S. E. ¼, N. ½ of S. W. ¼, & S. W. ¼ of S. W. ¼	31	"	"	320.09					
312 Bro't forward	...	...	...	108,742.49	All of	9	18	11	640
All of	19	18	11	635.12	All of	11	"	"	640
All of	21	"	"	640	All of	13	"	"	640
All of	23	"	"	640	All of	15	"	"	640
All of	25	"	"	640	All of	17	"	"	640
All of	27	"	"	640	All of	19	"	"	624.70
All of	29	"	"	640	All of	21	"	"	640
All of	31	"	"	634.58	All of	23	"	"	640
All of	33	"	"	640	All of	25	"	"	640
All of	35	"	"	640	All of	27	"	"	640
All of	1	19	11	637.84	All of	29	"	"	640
All of	3	"	"	635.44	All of	31	"	"	625.68
All of	5	"	"	634.96					
All of	7	"	"	626.58	Forward				124,677.39
313 Bro't forward	...	...	...	124,677.39	All of	25	20	11	640
All of	33	19	11	640	All of	27	"	"	640
All of	35	"	"	640	All of	29	"	"	640
All of	1	20	11	644	All of	31	"	"	626.32
All of	3	"	"	641.26	All of	33	"	"	640
All of	5	"	"	640.72	All of	35	"	"	640
All of	7	"	"	637.84	All of	1	17	12	636.48
All of	9	"	"	640	All of	3	"	"	633.12
All of	11	"	"	640	N. E. ¼, E. ½ of S. E. ¼, lots Nos. 4, 5, 6, 8, & 9, S. W. ¼ of S. W. ¼	5	"	"	453.66
All of	13	"	"	640	W. ½ of N. E. ¼, S. E. ¼ of N. E. ¼, N. W. ¼ & S. ½	7	"	"	598.66
All of	15	"	"	640					
All of	17	"	"	640	Forward				139,775.23
All of	19	"	"	625.78					
All of	21	"	"	640					
All of	23	"	"	640					
314 Bro't forward	...	...	...	139,775.23	All of	35	17	12	571.40
N. ½ of S. E. ¼, lots 1 & 2, & N. ½	9	17	12	447.70	All of	1	18	12	640.38
All of	11	"	"	640	All of	3	"	"	639
All of	13	"	"	640	All of	5	"	"	641.32
S. E. ¼	15	"	"	160	All of	7	"	"	636.24
All of	17	"	"	640	All of	9	"	"	640
All of	19	"	"	647.12	All of	11	"	"	640
All of	21	"	"	596.80	All of	13	"	"	640
All of	23	"	"	640	All of	15	"	"	640
All of	25	"	"	640	All of	17	"	"	640
All of	27	"	"	576.10	N. ½ of N. E. ¼, S. E. ¼ of N. E. ¼, S. E. ¼ of S. E. ¼, & S. W. ¼ of S. W. ¼	19	"	"	199.70
All of	29	"	"	640					
All of	31	"	"	640.38	Forward				153,692.17
S. E. ¼ of S. E. ¼, N. ½ of S. W. ¼, S. W. ¼ of S. W. ¼, & N. ½	33	"	"	480					

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
315 Bro't forward	....	....	....	153,692.17	All of	3	19	12	637.60
N. ½ of N. W. ¼	19	18	12	79.67	All of	5	"	"	637.12
All of	21	"	"	640	All of	7	"	"	630.08
All of	23	"	"	640	All of	9	"	"	640
All of	25	"	"	640	All of	11	"	"	640
All of	27	"	"	640	All of	13	"	"	640
E. ½ of S. W. ¼, E. ½ of N. W. ¼, N. W. ¼ of N. W. ¼, & E. ½	29	"	"	520	All of	15	"	"	640
					All of	17	"	"	640
					All of	19	"	"	628.80
Lots 2 & 3, W. ½ of N. E. ¼, N. W. ¼ of S. E. ¼, & W. ½	31	"	"	497.48	All of	21	"	"	640
					All of	23	"	"	640
All of	33	"	"	640	All of	25	"	"	640
All of	35	"	"	640	All of	27	"	"	640
All of	1	19	12	636.38	Forward	....	....	....	167,559.30

316 Bro't forward	....	....	....	167,559.30	All of	17	20	12	640
All of	29	19	12	640	All of	19	"	"	621.10
All of	31	"	"	631.44	All of	21	"	"	640
All of	33	"	"	640	All of	23	"	"	640
All of	35	"	"	640	All of	25	"	"	640
All of	1	20	12	623.30	All of	27	"	"	640
All of	3	"	"	620.98	All of	29	"	"	640
All of	5	"	"	613.76	All of	31	"	"	626.94
All of	7	"	"	615.84	All of	33	"	"	640
All of	9	"	"	640	All of	35	"	"	640
All of	11	"	"	640	Total acres in Greeley Co				181,511.96
All of	13	"	"	640					
All of	15	"	"	640					

317

EXHIBIT H.

Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Valley County, Nebraska.

Parts of section.	S.	T.	R.	Acres.	Parts of section.	S.	T.	R.	Acres.
All of	1	17	13	634.24	All of	27	17	13	640
All of	3	"	"	632.16	All of	29	"	"	640
All of	5	"	"	638.42	All of	31	"	"	643.84
All of	7	"	"	646.90	All of	33	"	"	640
All of	9	"	"	640	All of	35	"	"	640
All of	11	"	"	640	All of	1	18	13	618.67
All of	13	"	"	640	All of	3	"	"	640.92
All of	15	"	"	640	All of	5	"	"	642.72
All of	17	"	"	640	All of	7	"	"	631.06
All of	19	"	"	648.70	All of	9	"	"	640
All of	21	"	"	640	All of	11	"	"	601.31
All of	23	"	"	640					
All of	25	"	"	640	Forward	....	....	....	15,338.94

318 Brought forward	....	....	....	15,338.94	All of	1	19	13	639.90
E. ¼ of N. E. ¼, N. W. ¼ of N. E. ¼, S. W. ¼ of N. W. ¼, W. ½ of S. W. ¼, S. E. ¼ of S. W. ¼, & lots 1, 5, 6, 7, & 8	13	18	13	446.60	All of	3	"	"	640.44
					All of	5	"	"	641.20
					All of	7	"	"	628.32
					All of	9	"	"	640
All of	15	"	"	640	All of	11	"	"	640
All of	17	"	"	640	All of	13	"	"	640
All of	19	"	"	633.74	All of	15	"	"	640
All of	21	"	"	640	All of	17	"	"	640
All of	23	"	"	640	All of	19	"	"	630.48
All of	25	"	"	632.20	All of	21	"	"	640
All of	27	"	"	640	All of	23	"	"	640
All of	29	"	"	640	All of	25	"	"	640
All of	31	"	"	636.08	All of	27	"	"	354.40
All of	33	"	"	640	All of	29	"	"	636.60
All of	35	"	"	640	Forward	....	....	....	32,298.90

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
319 Brought forward	....	....	....	32,298.90
All of	31	19	13	601.30
All of	33	"	"	625.30
All of	35	"	"	556.90
All of	1	20	13	621.04
All of	3	"	"	606.76
All of	5	"	"	604.28
All of	7	"	"	614.21
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	620.28
All of	21	"	"	640
All of	23	"	"	640
All of	25	20	13	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	622.04
All of	33	"	"	640
All of	35	"	"	640
All of	1	17	14	643.58
All of	3	"	"	651.14
All of	5	"	"	647.44
All of	7	"	"	546.38
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
Forward	....	....	....	49,959.55

Parts of section.	S.	T.	R.	Acres.
320 Brought forward	....	....	....	49,959.55
All of	15	17	14	640
All of	17	"	"	640
All of	19	"	"	645.98
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	650
All of	31	"	"	641.44
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	14	639.72
All of	3	"	"	645.62
All of	5	"	"	642.90
All of	7	"	"	634.40
All of	9	18	14	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	636.54
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	634.16
All of	33	"	"	640
All of	35	"	"	640
Forward	....	....	....	68,520.31

Parts of section.	S.	T.	R.	Acres.
321 Brought forward	....	....	....	68,520.31
All of	1	19	14	636.92
All of	3	"	"	635.16
All of	5	"	"	576.74
All of	7	"	"	632.64
All of	9	"	"	562.40
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	592.50
All of	17	"	"	640
All of	19	"	"	634.36
All of	21	"	"	638.94
All of	23	"	"	639.89
All of	25	"	"	552.90
All of	27	"	"	635.60
All of	29	"	"	640
All of	31	19	14	636.64
All of	33	"	"	640
All of	35	"	"	640
All of	1	20	14	610.62
All of	3	"	"	606.82
All of	5	"	"	612.12
All of	7	"	"	627.20
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	601.20
Forward	....	....	....	85,992.96

Parts of section.	S.	T.	R.	Acres.
322 Brought forward	....	....	....	85,992.96
All of	21	20	14	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	608.80
All of	31	"	"	630.72
All of	33	"	"	640
All of	35	"	"	640
All of	1	17	15	639.26
All of	3	"	"	638.78
All of	5	"	"	639.80
All of	7	"	"	639.20
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	17	15	640
All of	17	"	"	640
All of	19	"	"	638.40
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	639.14
All of	33	"	"	640
All of	35	"	"	640
All of	1	18	15	639.84
All of	3	"	"	638.06
All of	5	"	"	638.28
Forward	....	....	....	104,505.24

Lands patented to the Burlington and Missouri River Railroad Company, &c.—Continued.

Parts of section.	S.	T.	R.	Acres.
323 Brought forward	....	....	....	122,379.86
All of	7	18	15	630.08
All of	9	"	"	640
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	640
All of	17	"	"	640
All of	19	"	"	636.22
All of	21	"	"	640
All of	23	"	"	640
All of	25	"	"	640
All of	27	"	"	640
All of	29	"	"	640
All of	31	"	"	640.54
All of	33	"	"	640
All of	35	"	"	640
324 Brought forward	....	....	....	140,254.48
All of	27	19	15	640
All of	29	"	"	640
All of	31	"	"	694.26
All of	33	"	"	640
All of	35	"	"	640
All of	1	20	15	607.82
All of	3	"	"	613.96
All of	5	"	"	549.49
All of	7	"	"	627.98
All of	9	"	"	543.50
All of	11	"	"	640
All of	13	"	"	640
All of	15	"	"	561
All of	17	"	"	640
All of	19	"	"	632.80
All of	21	"	"	640
All of	23	"	"	567.80
All of	25	"	"	640
All of	27	"	"	640
All of	29	20	15	640
All of	31	"	"	634.88
All of	33	"	"	640
All of	35	"	"	640
E. ½ of	1	17	16	319.77
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
E. ½ of	1	18	16	320.02
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
325 Brought forward	....	....	....	156,477.70
E. ½ of	1	19	16	319.80
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
E. ½ of	1	20	16	318.22
E. ½ of	13	"	"	320
E. ½ of	25	"	"	320
Total acres in Valley Co.	....	....	....	158,395.72

326 *Lands patented to the Burlington and Missouri River Railroad Company in Nebraska, in Buffalo County, Nebraska.*

Parts of section.	S.	T.	R.	Acres.
N. ½ of N. E. ¼ and N. ½ of N. W. ¼	1	12	15	178.45
All of	3	"	"	660.82
All of	5	"	"	656.24
All of	7	12	15	613.08
E. ½ of	1	12	16	322.08
Total acres in Buffalo County	....	....	....	2,430.67

327 EXHIBIT K.

N. ½	23	14	6 E.	320
N. ½ S. E	"	"	"	80
N. ½ S. W	"	"	"	80
N. ½ N. E	25	"	"	60
S. E. N. E	"	"	"	60
All	1	13	7	651
All	3	"	"	657.44
N. ½ N. E. and S. E. N. E	5	"	"	197.33
N. E. N. W	"	"	"	43.54
N. E. S. E	"	"	"	40
N. ½ N. E	9	"	"	80
N. E. N. W	"	"	"	40
All	11	"	"	640
All	13	"	"	640
N. ½ N. E	15	"	"	80
All	1	14	"	623.04
All	3	"	"	605.52
All	5	"	"	603.92
All	9	"	"	640
All	11	"	"	640
All	13	14	7	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	603.12
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
N. ½ N. E.	31	"	"	80
S. E. N. E	31	"	"	60
N. E. S. E	31	14	7 E.	40
N. E. N. W	31	"	"	40
All	33	"	"	640
All	35	"	"	640
All	13	15	7	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	33	"	"	640
All	35	"	"	640

EXHIBIT K—Continued.

Part of section.	S.	T.	R.	Acres.
All	1	13	8	641.28
All	3	"	"	655.96
All	5	"	"	666.12
All	7	"	"	122.96
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	137.96
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
N. E. ¼ and N. ½ S. E	29	"	"	240
N. E. S. W	29	"	"	40
E. ½ N. W	29	"	"	60
N. W. N. W	29	"	"	60
N. ½ N. E	33	"	"	60
S. E. N. E	33	"	"	60
N. ½ N. W	33	"	"	80
328 All	35	13	8 E.	640
All	3	14	"	616.44
All	5	"	"	613.36
All	7	"	"	86.64
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	111.36
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	133.44
All	33	"	"	640
All	35	"	"	640
All	19	15	"	97.28
All	29	"	"	640
All	31	"	"	108.08
All	33	"	"	640
E. ½ N. E	1	12	9	87.49
N. W. N. E	3	"	"	47.90
E. ½ S. E	3	"	"	80
N. W	3	"	"	175.36
All	5	"	"	644.69
N. ½	7	"	"	325.43
S. E	11	"	"	160
S. ½	13	"	"	320
All	1	13	9	638.72
N. E. N. E	3	"	"	40.08
N. E. S. E	3	"	"	40
W. ½ N. W	3	"	"	78.92
All	5	"	"	635.81
All	7	"	"	634.48
All	9	"	"	640
E. ½	11	"	"	320
N. ½ N. E. and	13	"	"	80
N. ½ N. W	13	"	"	80
All	17	"	"	640
E. ½	19	"	"	320
S. W. ¼ and	19	"	"	237.02
S. ½ N. W	19	"	"	
N. W	21	"	"	160
N. ½ S. W. and	21	"	"	60
S. W. S. W	21	"	"	60
N. E. S. E	23	"	"	40
N. W	27	"	"	160
All	29	"	"	640
All	31	"	"	639.36
All	33	"	"	640
W. ½	17	14	9	320
E. ½	19	"	"	320
All	21	"	"	640
All	27	"	"	640
All	29	"	"	640

Part of section.	S.	T.	R.	Acres.
All	31	14	9	633.96
All	33	"	"	640
All	35	"	"	640
329 All	7	12	10 E.	80.00
E. ½ N. W	7	"	"	30.24
N. W. N. W	7	"	"	80
E. ½ S. W	17	"	"	80
W. ½ N. W	19	"	"	301.95
N. ½	23	"	"	160
S. W	25	"	"	80
S. ½ S. W	25	"	"	40
S. W. S. E	27	"	"	160
N. E	35	"	"	80
N. ½ N. E	5	13	"	135.34
Lots Nos. 3, 4, 5, and 6	5	"	"	53.20
Lots " 1 and 7	7	"	"	320
N. ½	7	13	10	239.00
S. E. and E. ½ S. W	9	"	"	640
All	15	"	"	80
E. ½ S. W	15	"	"	40
S. W. S. W	17	"	"	320
E. ½				
Lots Nos. 2, 3, 4, 5, 6, 7, and 8	19	"	"	269.80
E. ½ S. E	29	"	"	80
Lots Nos. 1, 3, 4, and 5	29	"	"	163.90
N. E	31	"	"	160
N. ½ N. E	31	14	"	80
S. W. N. E	31	"	"	40
W. ½ S. E	31	"	"	80
W. ½	31	"	"	307
E. ½ N. W	3	11	11	79.82
W. ½ S. E	3	"	"	80
S. E. S. E	3	"	"	40
S. ½ S. E	19	"	"	80
S. E. S. W	19	12	11 E.	40
Lots 3, 4, 5, and 6	19	"	"	192.50
S. W	21	"	"	160
S. E. N. W	23	"	"	40
N. W. S. E	33	"	"	40
S. E. S. W	33	"	"	40
Lot No. 7	1	"	"	42.60
N. E. N. E	9	"	"	40
Lots Nos. 1, 2, and 4	11	"	"	139.60
Lots Nos. 1 and 2	15	"	"	84.40
N. W. N. W	17	"	"	40
S. W. S. E	17	"	"	40
S. E. S. W	17	"	"	40
S. E. N. E	25	13	"	40
N. W. N. E	27	"	"	40
S. E. N. W	27	"	"	40
W. ½ N. W	7	12	12	70.24
N. W. S. E	19	12	"	40
S. E. N. W	29	"	"	40
N. E. N. W	31	"	"	40
Lots Nos. 7 and 8	27	13	"	58
Lots Nos. 4 and 5	33	"	"	60.61
N. W. S. W	33	"	"	40
S. E. S. W	29	"	"	40
N. W. N. W	29	"	"	40
N. ½	29	"	1 W.	320
N. ½ S. E. and N. ½ S. W	29	"	"	160
N. ½ N. E	31	"	"	80
N. ½ N. W	31	"	"	121.50
S. W. N. W	31	"	"	
N. W. S. W	31	"	"	40.37
330 N. ½	19	12	2 W.	322.67
All	17	"	"	640
All	9	"	"	640
All	7	"	"	642
All	5	"	"	661
All	3	"	"	673.88
W. ½ N. W	1	"	"	89.90
All	19	13	"	641.7
All	21	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	641.40

EXHIBIT K—Continued.

Part of section.	S.	T.	R.	Acres.
All	33	13	2 W.	640
All	35	"	"	640
All	5	11	3 W.	639.04
All	7	"	"	638.72
All	1	12	"	663.24
All	9	"	"	649.89
All	5	"	"	648.44
All	7	"	"	627.64
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	630.64
All	21	"	"	640
All	23	"	"	640
N. ½	25	"	"	320
All	27	"	"	640
All	29	12	3 W.	640
All	31	"	"	630.72
All	33	"	"	640
N. ½ N. E	35	"	"	80
N. ½ N. W	35	"	"	80
All	19	"	"	622.68
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	635.28
All	33	"	"	640
All	35	"	"	640
W. ½	5	10	4 W.	319.36
All	1	11	"	640.96
All	3	"	"	640.80
All	5	"	"	640.56
All	7	"	"	623.16
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	623.84
All	21	"	"	640
All	23	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	626.20
331 W. ½	33	11	4 W.	320
All	1	12	"	645.44
All	3	"	"	647.62
All	5	"	"	649.36
All	7	"	"	618
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	619.28
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	620.76
All	33	"	"	640
All	35	"	"	640
E. ½	23	13	"	320
All	25	"	"	640
All	27	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	10	5	639.44
All	3	"	"	638.72
All	5	"	"	640.96
All	7	"	"	635.76
All	9	"	"	640
All	11	"	"	640
All	15	"	"	640

Part of section.	S.	T.	R.	Acres.
All	17	10	5 W.	640
All	19	"	"	637.88
All	21	"	"	640
W. ½ N. W	27	"	"	80
N. ½	29	"	"	320
W. ½ S. W	29	"	"	80
N. ½	31	"	"	319.33
N. ½ S. E. and N. ½ S. W	31	"	"	159.73
All	1	11	"	639.44
All	3	"	"	639.28
All	5	"	"	639.72
All	7	"	"	639.96
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	639.64
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	632
All	33	"	"	640
All	35	"	"	640
All	13	12	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	440
332 S. ½	29	12	5 W.	320
S. ½	31	"	"	314.58
All	33	"	"	640
All	35	"	"	640
N. ½	1	9	6 W.	319.48
W. ½ S. W	1	"	"	80
All	3	"	"	639.60
All	5	"	"	639.24
All	7	"	"	635.56
All	9	"	"	640
N. ½	11	"	"	320
N. W.	15	"	"	160
All	17	"	"	640
All	19	"	"	636.84
N. W	21	"	"	160
All	1	10	6 W.	640.40
All	3	"	"	640.36
All	5	"	"	640.12
All	7	"	"	638.56
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	633.16
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	10	6 W.	634.68
All	33	"	"	640
All	35	"	"	640
S. ½	1	11	"	320
S. ½ N. E.	1	"	"	80
S. ½ N. W	1	"	"	80
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	627.84
All	33	"	"	640
All	35	"	"	640
N. ½	3	8	7 W.	318.50

EXHIBIT K—Continued.

Part of section.	S.	T.	R.	Acres.
All	5	8	7 W.	637.94
N. ½	7	"	"	304.98
All	1	9	"	640.20
All	3	"	"	639.76
All	5	"	"	640.84
All	7	"	"	636.12
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	637.36
333 All	21	9	7 W.	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	639
All	33	"	"	640
N. ½	35	"	"	320
All	1	10	"	640.40
S. ½ N. E. and S. E	3	"	"	240
E. ½ S. W	3	"	"	120.00
S. W. S. W	3	"	"	
S. E. N. W	3	"	"	40
E. ½	9	"	"	320
S. W. and E. ½ N. W	9	"	"	240
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
E. ½ and S. W	17	"	"	480
E. ½ N. W	17	"	"	60
S. W. N. W	17	"	"	60
All	19	"	"	627.48
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	628.64
All	33	"	"	640
All	35	"	"	640
S. ½ S. E	25	11	"	80
S. ½ S. W	25	11	7 W.	80
S. ½	35	"	"	320
All	1	8	8	637.90
All	3	"	"	638.32
All	5	"	"	638.84
All	7	"	"	396.60
All	9	"	"	640
All	11	"	"	640
N. ½	13	"	"	320
All	15	"	"	640
All	17	"	"	640
All	19	"	"	597.63
N. ½	21	"	"	320
N. ½	29	"	"	320
All	1	9	"	640.48
All	3	"	"	640.64
All	5	"	"	639.60
All	7	"	"	628
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	630.28
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	630.40
All	33	"	"	640
334 All	35	9	8 W.	640
S. E. and E. ½ S. W	23	10	"	640
All	25	"	"	640
E. ½ S. W. and	27	"	"	60
S. W. S. W	27	"	"	60

Part of section.	S.	T.	R.	Acres.
S. ½ N. E. and S. E	27	10	8 W.	240
S. E. N. W	27	"	"	40
S. ½ S. E. and	31	"	"	156.68
S. ½ S. W	31	"	"	
All	33	"	"	640
All	35	"	"	640
N. ½	3	7	9	320.60
All	5	"	"	639.40
E. ½	7	"	"	302
All	1	8	"	636.32
All	3	"	"	631.49
All	5	"	"	628.98
All	7	"	"	279.28
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	288
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	297.94
All	33	8	9 W.	640
N. ½	35	"	"	320
S. ½ N. E	1	9	9	80
S. ½ N. W	1	"	"	80
S. ½	1	"	"	320
S. E	9	"	"	160
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
S. ½ N. E. and S. E	17	"	"	240
E. ½ S. W. and	17	"	"	80
S. W. S. W	17	"	"	40
S. E. N. W	17	"	"	40
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	7	10	639.64
All	3	"	"	636.60
All	5	"	"	636
All	7	"	"	645
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	637.84
335 N. ½	21	7	10 W.	320
N. ½ S. E. and	21	"	"	80
N. ½ S. W	21	"	"	80
All	1	8	"	628.36
All	3	"	"	630.64
All	5	"	"	629.46
All	7	"	"	654.24
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	654.24
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	651.44
All	33	"	"	640
All	35	"	"	640
S. ½ S. E. and	23	9	"	80
S. ½ S. W	23	"	"	80
All	25	"	"	640

EXHIBIT K—Continued.

Part of section.	S.	T.	R.	Acres.
S. ½	27	9	10 W.	320
S. ½ N. E	31	"	"	160.17
S. ½ N. W	31	"	"	
S. ½	31	"	"	320.14
All	33	"	"	640
All	35	"	"	640
All	1	7	11 W.	638.32
All	3	"	"	636.76
All	5	"	"	636.56
All	7	"	"	602.64
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	607.20
All	21	"	"	640
All	23	"	"	640
N. ½	25	"	"	320
All	27	"	"	640
All	29	"	"	640
All	31	"	"	616.12
All	33	"	"	640
N. ½ N. E. and	35	"	"	80
N. ½ N. W	35	"	"	80
S. ½ N. E. and	1	8	"	80
S. ½ N. W	1	"	"	80
S. ½	1	"	"	320
S. ½	3	"	"	320
S. ½	7	"	"	300.58
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	600.24
All	21	"	"	640
336 All	23	8	11 W.	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	600.16
All	33	"	"	640
All	35	"	"	640
N. ½	1	6	12	318.24
N. ½ S. E.	1	6	12	80
N. ½ S. W	1	"	"	80
All	3	"	"	636.86
All	5	"	"	639.04
All	7	"	"	633.92
All	9	"	"	640
N. ½	11	"	"	320
N. ½	17	"	"	320
All	1	7	"	640.96
All	3	"	"	642.64
All	5	"	"	641.20
All	7	"	"	634.84
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	634.04
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	7	12 W.	640
All	31	"	"	633.40
All	33	"	"	640
All	35	"	"	640
S. ½ N. E	13	8	12	80
S. ½ N. W	13	"	"	80
S. ½	13	"	"	320
S. ½ S. E	19	"	"	80
S. ½ S. W	19	"	"	80
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640

Part of section.	S.	T.	R.	Acres.
All	27	8	12	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	6	13	640.01
All	3	"	"	641.62
All	5	"	"	642.20
All	7	"	"	636.96
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	634.64
All	21	"	"	640
N. ½	23	"	"	320
N. ½	27	"	"	320
337 N. ½	29	6	13 W.	320
All	1	7	13	641.32
All	3	"	"	646.24
All	5	"	"	645.08
All	7	"	"	637.48
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	635.20
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	635.08
All	33	"	"	640
All	35	"	"	640
S. ½	25	8	13	320
S. ½	27	"	"	320
S. ½ N. E	33	"	"	80
S. ½ N. W	33	"	"	80
S. ½	33	"	"	320
All	35	"	"	640
N. ½	3	5	14	321.68
N. ½	5	"	"	324.50
N. ½	7	"	"	322.66
All	1	6	"	645.22
All	3	"	"	648.10
All	5	"	"	639.76
All	7	6	14	644.24
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	644.78
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640.40
All	33	"	"	640
N. ½	35	"	"	320
E. ½	1	7	14	320
S. ½ S. W	1	"	"	69.85
All	13	"	"	605.06
Lots 1 and 2	15	"	"	116.16
Lots 1 and 2	17	"	"	109.16
All	19	"	"	631.24
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
338 All	1	5	15	640.16

EXHIBIT K—Continued.

Part of section.	S.	T.	R.	Acres.
All	3	5	15	641.64
All	5	"	"	637.12
All	7	"	"	641.84
All	9	"	"	640
N. ½	11	"	"	320
S. W. ¼	11	"	"	160
N. ½	17	"	"	320
All	1	6	15	641.24
All	3	"	"	641.88
All	5	"	"	642.36
All	7	"	"	626.56
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	632.96
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	639.60
All	33	"	"	640
All	35	"	"	640
Lots 1, 2, 3, & 4	13	7	15	101.40
S. ½ S. E. ¼	19	"	"	157.71
S. E. ¼ S. W. ¼	19	"	"	
S. ½ S. E¼	21	7	15	80
S. ½ S. W. ¼	21	"	"	80
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	630.64
All	33	"	"	640
All	35	"	"	640
E. ½	1	5	16	319.65
E. ½	13	"	"	320
E. ½	1	6	16	319.60
E. ½	13	"	"	320
E. ½	25	"	"	320
S. E. ¼	25	7	16	160
W. ½ N. E. ¼	5	12	10	155.89
W. ½ S. E. ¼	5	"	"	
W. ½	5	"	"	312
All	9	2	11	320
All	11	"	"	640
W. ½ N. E. ¼	15	"	"	80
W. ½ S. E. ¼	15	"	"	80
W. ½	15	"	"	320
All	17	"	"	640
339 All	19	12	11 W.	625.20
All	13	12	12	640
All	19	"	"	631.84

Part of section.	S.	T.	R.	Acres.
All	21	12	12	640
All	23	"	"	640
W. ½ N. E. ¼	25	"	"	80
W. ½ S. E. ¼	25	"	"	80
W. ½	25	"	"	320
All	27	"	"	640
All	29	"	"	640
All	31	"	"	639.68
All	33	"	"	640
N. W. ¼ N. E. ¼	35	13	10	40
N. ½ N. W. ¼	35	13	10	80
W. ½ N. E. ¼	1	11	13	159.44
W. ½ S. E. ¼	1	"	"	
W. ½	1	"	"	317.75
All	3	"	"	629.24
All	5	"	"	634.12
All	7	"	"	629.44
W. ½ N. E. ¼	9	"	"	80
W. ½ S. E. ¼	9	"	"	80
W. ½	9	"	"	320
All	25	12	13	640
All	27	"	"	640
All	31	"	"	631.84
All	33	"	"	640
All	35	"	"	640
All	1	11	14	638.60
All	3	"	"	635.28
All	5	"	"	638.80
All	7	11	14	630.76
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	630.68
All	21	"	"	640
All	7	11	15	632.68
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	647.28
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	653.80
All	33	"	"	640
E. ½	1	10	16	318.89
E. ½	13	11	16	320
E. ½	25	"	"	320
Total acres				375,660.83

340

EXHIBIT L.

Part of section.	S.	T.	R.	Acres.
North half	5	13	1 E.	323.60
W. ½ S. W. ¼	5	13	1 "	80
N. W. ¼	7	13	1 "	155.70
All	1	14	1 "	640
All	3	14	1 "	640
All	5	14	1 "	640
All	7	14	1 "	640
All	9	14	1 "	640
All	11	14	1 "	640
All	13	14	1 "	640
All	15	14	1 "	640
All	17	14	1 "	640

Part of section.	S.	T.	R.	Acres.
All	19	14	1 E.	640
All	21	14	1 "	640
All	23	14	1 "	640
All	25	14	1 "	640
All	27	14	1 "	640
All	29	14	1 "	640
All	31	14	1 "	640
All	33	14	1 "	640
N. ½ N. E.	35	14	1 "	80
N. ½ N. W.	35	14	1 "	80
S. ½ S. E.	9	15	1 "	80
S. ½ S. W.	9	15	1 "	80

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
S. ½	11	15	1 E.	320
All	13	15	1 "	640
All	15	15	1 "	640
All	17	15	1 "	640
All	19	15	1 "	640
All	21	15	1 "	640
All	23	15	1 E.	640
All	25	15	1 "	640
All	27	15	1 "	640
All	29	15	1 "	640
All	31	15	1 "	640
All	33	15	1 "	640
All	35	15	1 "	640
All	1	14	1 "	640
All	3	14	2 "	640
All	5	14	2 "	640
All	7	14	2 "	640
All	9	14	2 "	640
All	11	14	2 "	640
All	13	14	2 "	640
All	15	14	2 "	640
All	17	14	2 "	640
All	19	14	2 "	640
All	21	14	2 "	640
All	23	14	2 "	640
N. ½	25	14	2 "	320
N. ½	27	14	2 "	320
N. ½ S. E. ¼	27	14	2 "	80
N. ½ S. W. ¼	27	14	2 "	80
All	29	14	2 "	640
S. ½ S. E. ¼	1	15	2 "	80
S. ½ S. W. ¼	1	15	2 "	80
S. ½ N. E. ¼	7	15	2 "	80
S. ½ N. W. ¼	7	15	2 "	80
S. ½	7	15	2 "	320
341 All	9	15	2 E.	640
All	11	15	2 "	640
All	13	15	2 "	640
All	15	15	2 "	640
All	17	15	2 "	640
All	19	15	2 "	640
All	21	15	2 "	640
All	23	15	2 "	640
All	25	15	2 "	640
All	27	15	2 "	640
All	29	15	2 "	640
All	31	15	2 "	640
All	33	15	2 "	640
All	35	15	2 "	640
All	1	14	3 "	640
All	3	14	3 "	640
All	5	14	3 "	640
All	7	14	3 "	640
All	9	14	3 "	640
All	11	14	3 "	640
All	13	14	3 "	640
All	15	14	3 "	640
All	17	14	3 "	640
All	19	14	3 "	640
All	21	14	3 "	640
All	23	14	3 "	640
N. ½ N. E. ¼	29	14	3 "	80
N. ½ N. W. ¼	29	14	3 "	80
All	1	15	3 "	640
All	3	15	3 "	640
S. ½	5	15	3 "	320
All	7	15	3 E.	640
All	9	15	3 "	640
All	11	15	3 "	640
All	13	15	3 "	640
All	15	15	3 "	640
All	17	15	3 "	640
All	19	15	3 "	640
All	21	15	3 "	640
All	23	15	3 "	640
All	25	15	3 "	640
All	27	15	3 "	640
All	29	15	3 "	640
All	31	15	3 "	640
All	33	15	3 "	640
All	35	15	3 "	640

Part of section.	S.	T.	R.	Acres.
All	1	14	4 E.	640
All	3	14	4 "	640
All	5	14	4 "	640
All	7	14	4 "	640
All	9	14	4 "	640
All	11	14	4 "	640
All	13	14	4 "	640
All	15	14	4 "	640
All	17	14	4 "	640
All	19	14	4 "	640
N. ½	21	14	4 "	320
N. ½ S. E. ¼	21	14	4 "	80
N. ½ S. W. ¼	21	14	4 "	80
N. ¼				320
342 All	1	15	4 E.	640
All	3	15	4 "	640
All	5	15	4 "	640
All	7	15	4 "	640
All	9	15	4 "	640
All	11	15	4 "	640
All	13	15	4 "	640
All	15	15	4 "	640
All	17	15	4 "	640
All	19	15	4 "	640
All	21	15	4 "	640
All	23	15	4 "	640
All	25	15	4 "	640
All	27	15	4 "	640
All	29	15	4 "	640
All	31	15	4 "	640
All	33	15	4 "	640
All	35	15	4 "	640
S. ½	35	16	4 "	320
All	1	14	5 "	640
All	3	14	5 "	640
All	5	14	5 "	640
All	7	14	5 "	640
All	9	14	5 "	640
All	11	14	5 "	640
All	13	14	5 "	640
All	15	14	5 "	640
All	17	14	5 "	640
N. ½ N. E. ¼	19	14	5 "	80
N. ½ N. W. ¼	19	14	5 "	80
N. ½ N. E. ¼	21	14	5 E.	80
N. ½ N. W. ¼	21	14	5 "	80
N. ½ N. E. ¼	23	14	5 "	80
N. ½ N. W. ¼	23	14	5 "	80
All	1	15	5 "	640
All	3	15	5 "	640
All	5	15	5 "	640
All	7	15	5 "	640
All	9	15	5 "	640
All	11	15	5 "	640
All	13	15	5 "	640
All	15	15	5 "	640
All	17	15	5 "	640
All	19	15	5 "	640
All	21	15	5 "	640
All	23	15	5 "	640
All	25	15	5 "	640
All	27	15	5 "	640
All	29	15	5 "	640
All	31	15	5 "	640
All	33	15	5 "	640
All	35	15	5 "	640
S. ½ N. E. ¼	31	16	5 "	80
S. ½ N. W. ¼	31	16	5 "	80
S. ½	31	16	5 "	320
S. ½ N. W. ¼	33	16	5 "	80
S. ½ N. E. ¼	33	16	5 "	80
S. ½	33	16	5 "	320
S. ½	35	16	5 "	320
343 All	1	14	6 E.	640
All	3	14	6 E.	640
All	5	14	6 E.	640
All	7	14	6 "	640
All	9	14	6 "	640
All	11	14	6 "	640
All	13	14	6 "	640
All	15	14	6 "	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	17	14	6 E.	640
N. E. ¼	19	14	6 "	160
N. ½ N. W. ¼	19	14	6 "	80
N. ½	21	14	6 "	320
All	1	15	6 E.	640
All	3	15	6 "	640
All	5	15	6 "	640
All	7	15	6 "	640
All	9	15	6 "	640
All	11	15	6 "	640
All	13	15	6 "	640
All	15	15	6 "	640
All	17	15	6 "	640
All	19	15	6 "	640
All	21	15	6 "	640
All	23	15	6 "	640
All	25	15	6 "	640
All	27	15	6 "	640
All	29	15	6 "	640
All	31	15	6 "	640
All	33	15	6 "	640
All	35	15	6 "	640
S. ½	31	16	6 E.	320
S. ½ S. E. ¼	33	16	6 "	80
S. ½ S. W. ¼	33	16	6 "	80
S. W. ¼ S. E. ¼	35	16	6 "	40
S. ½ S. W. ¼	35	16	6 "	80
All	7	14	7 "	640
S. W. ¼ S. E. ¼	1	15	7 "	40
S. ½ S. W. ¼	1	15	7 "	80
S. ½ N. E. ¼	3	15	7 "	80
S. ½ N. W. ¼	3	15	7 "	80
S. ½	3	15	7 "	320
N. W. ¼ N. E. ¼	5	15	7 "	40
S. ½ N. E.	5	15	7 "	80
S. ½	5	15	7 "	320
N. W. ¼	5	15	7 "	160
All	7	15	7 "	640
All	9	15	7 "	640
All	11	15	7 "	640
All	15	15	7 "	640
All	17	15	7 "	640
All	19	15	7 "	640
All	21	15	7 "	640
All	29	15	7 "	640
All	31	15	7 "	640
All	1	13	1 W.	640
All	3	13	1 "	640
All	5	13	1 "	640
All	7	13	1 "	640
All	9	13	1 "	640
All	11	13	1 "	640
344 All	15	13	1 W.	640
All	17	13	1 "	640
All	19	13	1 "	640
N. ½	21	13	1 "	320
N. ½ S. W. ¼	21	13	1 "	80
All	1	14	1 "	640
All	3	14	1 "	640
All	5	14	1 "	640
All	7	14	1 "	640
All	9	14	1 "	640
All	11	14	1 "	640

Part of section.	S.	T.	R.	Acres.
All	13	14	1 W.	640
All	15	14	1 "	640
All	17	14	1 "	640
All	19	14	1 "	640
All	21	14	1 "	640
All	23	14	1 "	640
All	25	14	1 "	640
All	27	14	1 "	640
All	29	14	1 "	640
All	31	14	1 "	640
All	33	14	1 "	640
All	35	14	1 "	640
S. ½ N. E. ¼	23	15	1 "	80
S. E. ¼	23	15	1 "	160
E. ½ S. W. ¼	23	15	1 "	80
S. W. ¼ S. W. ¼	23	15	1 "	40
S. E. ¼ N. W. ¼	23	15	1 "	40
All	25	15	1 "	640
All	27	15	1 "	640
S. ½	29	15	1 W.	320
S. ½	31	15	1 "	320
All	33	15	1 "	640
All	35	15	1 "	640
All	1	13	2 "	640
All	3	13	2 "	640
All	5	13	2 "	640
All	7	13	2 "	640
All	9	13	2 "	640
All	11	13	2 "	640
All	13	13	2 "	640
All	15	13	2 "	640
All	17	13	2 "	640
All	23	13	2 "	640
All	25	13	2 "	640
S. ½ N. E. ¼	1	14	2 "	80
S. ½ N. W. ¼	1	14	2 "	80
S. ½	1	14	2 "	320
S. ½ S. E. ¼	9	14	2 "	80
S. ½ S. W. ¼	9	14	2 "	80
S. ½ N. E. ¼	17	14	2 "	80
S. ½ N. W. ¼	17	14	2 "	80
All	19	14	2 "	640
All	21	14	2 "	640
All	23	14	2 "	640
All	25	14	2 "	640
All	27	14	2 "	640
All	29	14	2 "	640
All	31	14	2 "	640
All	33	14	2 "	640
All	35	14	2 "	640
345 All	1	13	3 W.	640
All	3	13	3 "	640
S. ½ S. E. ¼	7	13	3 "	80
S. ½ S. W. ¼	7	13	3 "	80
All	9	13	3 "	640
All	11	13	3 "	640
All	13	13	3 "	640
All	15	13	3 "	640
All	17	13	3 "	640
All	25	14	3 "	640
All	35	14	3 "	640
Total average				158,480.00

Part of section.	S.	T.	R.	Acres.
346 All	1	19	1 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640

Part of section.	S.	T.	R.	Acres.
N. ½	25	19	1 E.	320
N. ½ S. E. ¼	"	"	"	80
N. ½ S. W. ¼	"	"	"	80
All	27	"	"	640
All	29	"	"	640
N. ½	31	"	"	320
N. ½ N. E. ¼	33	"	"	80
N. ½ N. W. ¼	"	"	"	80
S. ½	7	20	1 E.	320
S. ½	9	"	"	320
S. ½ N. E. ¼	11	"	"	80
S. ½ N. W. ¼	11	"	"	80

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
S. ½	11	20	1 E.	320
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	20	1 E.	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	19	2 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	320
All	27	"	"	320
All	29	"	"	320
N. ½	31	"	"	320
N. ½	33	"	"	320
N. ½	35	"	"	320
N. ½ S. E. ¼	29	"	"	80
N. ½ S. W. ¼	29	"	"	80
S. ½	1	20	1 E.	320
S. ½ S. E. ¼	3	"	"	80
S. ½ S. W. ¼	"	"	"	80
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
347 All	13	20	2 E.	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	19	3 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	1	20	3 E.	640
S. ½ N. E. ¼	3	"	"	80
S. ½ N. W. ¼	3	"	"	80
S. ½	3	"	"	320
S. ½	5	"	"	320
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	20	3 E.	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	19	4 E.	640
All	3	"	"	640

Part of section.	S.	T.	R.	Acres.
All	5	19	4 E.	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	320
N. ½	21	"	"	320
N. ½	1	20	4 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
348 All	15	20	4 E.	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½ S. E. ¼	31	21	4 E.	80
S. ½ S. W. ¼	"	"	"	80
S. ½	33	"	"	320
S. ½ N. E. ¼	35	"	"	80
S. ½ N. W. ¼	35	"	"	80
S. ½	35	"	"	320
All	1	19	5 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
* Below.				
All	17	"	"	640
N. ½ N. E. ¼	21	"	"	80
N. ½ N. W. ¼	"	"	"	80
N. ½ N. E. ¼	23	"	"	80
N. ½ N. W. ¼	"	"	"	80
*All	15	"	"	640
All	1	20	5 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½ N. E. ¼	31	21	5 E.	80
S. ½ N. W. ¼	31	"	"	80
S. ½	31	"	"	320
S. ½	33	"	"	320
S. ½	35	"	"	320
All	1	19	6 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
349 All	15	19	6 E.	640
All	17	"	"	640
N. ½ N. E. ¼	19	"	"	80
N. ½ N. W. ¼	19	"	"	80

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
N. ½ N. E. ¼	21	19	6 E.	80
N. ½ N. W. ¼	21	"	"	80
N. ½	23	"	"	320
All	1	20	6 E.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½ N. E. ¼	31	21	6 E.	80
S. ½ N. W. ¼	31	"	"	80
S. ½	31	"	"	320
S. ½	33	"	"	320
S. ½ S. E. ¼	35	"	"	80
S. ½ S. W. ¼	35	21	6 E.	80
N. E. ¼	1	19	7 E.	160
N. ½ S. E. ¼	1	"	"	80
N. W. ¼ S. W. ¼	1	"	"	40
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
S. ½ N. E. ¼	11	"	"	80
S. ½	11	"	"	320
S. ½ N. W. ¼	11	"	"	80
N. W. ¼ N. W. ¼	11	"	"	40
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
N. ½	19	"	"	320
N. ½ S. E. ¼	19	"	"	80
N. E. ¼ S. W. ¼	19	"	"	40
E. ½	21	"	"	320
E. ½ S. W. ¼	21	"	"	80
N. W. ¼ S. W. ¼	21	"	"	40
N. W. ¼	21	"	"	160
All	23	"	"	640
N. ½ N. E. ¼	25	"	"	80
N. E. ¼ N. W. ¼	25	"	"	40
S. ½	1	20	7 E.	320
S. ½ N. E. ¼	3	"	"	80
S. ½ N. W. ¼	3	"	"	80
S. ½	3	"	"	320
All	5	"	"	640
350 All	7	20	7 E	640
N. ½	9	"	"	320
S. E. ¼	9	"	"	160
N. ½ S. W. ¼	9	"	"	80
All	11	"	"	640
All	13	"	"	640
All	15	"	"	650
All	17	"	"	640
All	19	"	"	640
E. ½	21	"	"	320
All	33	"	"	640
All	25	"	"	640
All	27	"	"	640
S.W. ¼	29	"	"	160
N. W. ¼ N. W. ¼	29	"	"	40
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
N. E. ¼	1	19	8 E	160
N. ½ N. W. ¼	1	"	"	80
S. W. ¼ N. W. ¼	1	"	"	40
W. ½ S. W. ¼	1	"	"	80
N. E. ¼	3	"	"	160
N. ½ S. E. ¼	3	"	"	80

Part of section.	S.	T.	R.	Acres.
S. E. ¼ S. E. ¼	3	19	8 E	40
E. ½ N. E. ¼	5	"	"	80
N. ½ S. E. ¼	5	"	"	80
S. E. ¼ S. E. ¼	5	"	"	40
E. ½ N. W. ¼	5	"	"	80
N. W. ¼ N. W. ¼	5	"	"	40
N. E. ¼ N. E. ¼	9	19	8 E	40
E. ½ S. E. ¼	9	"	"	80
S. W. ¼ S. E. ¼	9	"	"	40
N. W. S. W. ¼	9	"	"	40
E. ½ N. E. ¼	11	"	"	80
N. E. ¼ S. E. ¼	11	"	"	40
S. W. ¼ S. E. ¼	13	"	"	40
E. ½ S. W. ¼	13	"	"	80
S. W. ¼ N. W. ¼	13	"	"	40
S. ½ N. E. ¼	15	"	"	80
S. ½	15	"	"	320
N. W. ¼	15	"	"	160
S. ½ N. E. ¼	17	"	"	80
S. ½	17	"	"	320
N. W. ¼	17	"	"	160
All	21	"	"	640
S. W. ¼	23	"	"	160
W. ½ N. W. ¼	23	"	"	80
E. ½ N. E. ¼	25	"	"	80
E. ½ S. E. ¼	25	"	"	80
S. ½ N. W. ¼	25	"	"	80
N. W. ¼ N. W. ¼	25	"	"	40
All	27	"	"	640
All	29	"	"	640
N. E. ¼	33	"	"	160
N. ½ S. E. ¼	33	"	"	80
S. E. ¼ S. E. ¼	33	"	"	40
N. ½ S. W. ¼	33	"	"	80
S. ½ S. E. ¼	35	"	"	80
N. ½ S. W. ¼	35	"	"	80
S. ½ N. W. ¼	35	"	"	80
351 S. ½ S. E. ¼	3	20	8 E.	80
S. ½ S. W. ¼	3	"	"	80
S. ½	5	"	"	320
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
E. ½	15	"	"	320
All	17	"	"	640
W. ½	21	"	"	320
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
E. ½	33	"	"	320
All	35	"	"	640
All	1	19	9 E.	640
All	3	"	"	640
N. ½	5	"	"	320
N. W. ¼	7	"	"	160
N. W. ¼ S. W. ¼	7	"	"	40
E. ½ S. E. ¼	9	"	"	80
N. W. ¼	11	"	"	160
N. W. ¼ S. W. ¼	11	"	"	40
N. ½	13	"	"	320
S. E. ¼	13	"	"	160
N. ½	15	"	"	320
S. E. ¼	15	"	"	160
N. E. ¼ S. W. ¼	15	"	"	40
N. E. ¼	17	"	"	160
N. ½ S. E. ¼	17	"	"	80
S. W. ¼ S. E. ¼	17	19	9 E.	40
N. E. ¼ N. E. ¼	19	"	"	40
S. W. ¼ N. W. ¼	19	"	"	40
N. W. ¼ S. W. ¼	19	"	"	40
S. ½ N. E. ¼	7	20	9 E.	80
S. ½ N. W. ¼	7	"	"	80
S. ½	7	"	"	320
S. ½ S. W. ¼	9	"	"	80
S. ½ N. E. ¼	15	"	"	80
S. ½ N. W. ¼	15	"	"	80
S. ½	15	"	"	320
All	17	"	"	640
All	19	"	"	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	21	20	9 E.	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	5	19	10 E.	640
N. W. ¼ N. W. ¼	3	"	"	40
All	7	"	"	640
N. W. ¼ N. W. ¼	9	"	"	40
N. ½ N. W. ¼	17	"	"	80
N. ½	19	"	"	320
S. ½	19	20	10 E.	320
All	29	"	"	640
All	31	"	"	640
352 All	33	20	10 E.	640
All	1	19	1 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
N. ½	35	"	"	320
N. ½ S. E. ¼	35	"	"	80
N. ½ S. W. ¼	35	"	"	80
All	13	20	1 W.	640
All	15	"	"	640
S. ½ N. E. ¼	17	"	"	80
S. ½ N. W. ¼	17	"	"	80
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	20	1 W.	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
N. ½ N. E. ¼	5	18	1 W.	80
N. ½ N. W. ¼	5	"	"	80
All	1	18	2 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
N. ½	11	"	"	320
353 N. ½ N. E. ¼	15	18	2 W.	80
N. ½ N. W. ¼	15	"	"	80
All	17	"	"	640
All	19	"	"	640
All	1	19	2 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640

Parts of section.	S.	T.	R.	Acres.
All	13	20	2 W.	640
All	15	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	20	2 W.	640
All	35	"	"	640
All	1	18	3 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
N. ½	33	"	"	320
W. ½ S. E. ¼	33	"	"	80
S. W. ¼	33	"	"	160
All	1	19	3 W.	640
All	3	"	"	640
S. ½	5	"	"	320
S. ½	7	"	"	320
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
354 All	21	19	3 W.	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½	25	20	3 W.	320
S. ½	35	"	"	320
All	1	18	4 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	13	19	4 W.	640
S. E. ¼	15	"	"	160
S. ½	21	"	"	320
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
E. ½	29	"	"	320
S. W. ¼	29	"	"	160
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	18	5 W.	640
S. ½	3	"	"	320
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	13	15	7 W.	640
Lots 1, 2, 3, & 4	15	"	"	160
Lots 1, 2, 3, & 4	17	"	"	40
All	19	"	"	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.
All	21	15	7 W.	640
All	23	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	1	14	8 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	29	"	"	640
All	31	"	"	640
355 Lots 1, 2, 3, & 4	13	15	8 W.	40
Lots 1, 2, 3, & 4	15	"	"	40
Lots 1, 2, 3, & 4	17	"	"	40
All	7	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
W. ½ N. E. ¼	1	13	9 W.	80
W. ½ S. E. ¼	1	"	"	80
W. ½	1	"	"	320
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	17	"	"	640
N. ½	19	"	"	320
N. ½ S. E. ¼	19	"	"	80
S. W. ¼ S. E. ¼	19	"	"	40
S. W. ¼	19	"	"	160
All	1	14	9 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	14	9 W.	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	15	9 W.	640
S. E. ¼	9	"	"	160
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
S. E. ¼	17	"	"	160
S. ½	19	"	"	320
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	13	10 W.	640
All	3	"	"	640
356 All	5	13	10 W.	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640

Part of section.	S.	T.	R.	Acres.
All	13	13	10 W.	640
All	15	"	"	640
All	17	"	"	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
N. ½	25	"	"	320
N. ½ S. E. ¼	25	"	"	80
N. ½ S. W. ¼	25	"	"	80
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	1	14	10 W.	640
All	3	"	"	640
E. ½	9	"	"	320
S. W. ¼	9	"	"	160
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640
All	19	14	10 W.	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. fractional ½	25	15	10 W.	320
E. " ½	35	15	10 W.	240
All	1	12	11 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	1	13	11 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
357 All	17	13	11 W.	640
All	19	"	"	640
All	21	"	"	640
All	23	"	"	640
All	25	"	"	640
All	27	"	"	640
All	29	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
S. ½ N. E. ¼	13	14	11 W.	80
S. ½ N. W. ¼	13	"	"	80
S. ½	13	"	"	320
S. ½	21	"	"	320
S. ½	23	"	"	320
All	25	"	"	640
All	27	"	"	640
All	31	"	"	640
All	33	"	"	640
All	35	"	"	640
All	1	12	12 W.	640
All	3	"	"	640
All	5	"	"	640
All	7	"	"	640
All	9	"	"	640
All	11	"	"	640
All	15	"	"	640
All	17	"	"	640
All	1	13	12 W.	640
S. ½	3	"	"	320
S. ½	7	13	12 W.	320
E. ½	9	"	"	320
S. W. ¼	9	"	"	160
All	11	"	"	640
All	13	"	"	640
All	15	"	"	640
All	17	"	"	640

EXHIBIT L—Continued.

Part of section.	S.	T.	R.	Acres.	Part of section.	S.	T.	R.	Acres.
All	19	13	12 W.	640	All	19	12	14 W.	640
All	21	"	"	640	All	21	"	"	640
All	23	"	"	640	All	23	"	"	640
All	25	"	"	640	All	25	"	"	640
All	27	"	"	640	All	27	"	"	640
All	29	"	"	640	All	29	"	"	640
All	31	"	"	640	All	31	"	"	640
All	33	"	"	640	All	33	"	"	640
All	35	"	"	640	All	35	"	"	640
All	1	12	13 W.	640	S. ½	25	13	14 W.	320
All	3	"	"	640	S. ½	27	"	"	320
All	5	"	"	640	All	33	13	14 W.	640
All	7	"	"	640	All	35	"	"	640
All	9	"	"	640	All	1	11	15 W.	640
All	11	"	"	640	All	3	"	"	640
All	13	"	"	640	All	5	"	"	640
All	15	"	"	640	S. ½ N. E. ¼	1	12	15 W.	80
All	17	"	"	640	S. ½ N. W. ¼	1	"	"	80
All	19	"	"	640	S. ½	1	"	"	320
All	21	"	"	640	All	9	"	"	640
All	23	"	"	640	All	11	"	"	640
E. ½	13	13	13 W.	320	All	13	"	"	640
S. W. ¼	13	"	"	160	All	15	"	"	640
358 S. ½	15	13	13 W.	320	All	17	"	"	640
S. ½	19	"	"	320	All	19	"	"	640
All	21	"	"	640	All	21	"	"	640
All	23	"	"	640	All	23	"	"	640
All	25	"	"	640	All	25	"	"	640
All	27	"	"	640	All	27	"	"	640
All	29	"	"	640	All	29	"	"	640
All	31	"	"	640	All	31	"	"	640
All	33	"	"	640	All	33	"	"	640
All	35	"	"	640	All	35	"	"	640
All	1	12	14 W.	640	E. ½	1	11	16 W.	320
All	3	"	"	640	E. ½	13	12	16 W.	320
All	5	"	"	640	E. ½	25	"	"	320
All	7	"	"	640					
All	9	"	"	640					374,720
All	11	"	"	640					158,480
All	13	"	"	640					
All	15	"	"	640	Total acres				533,200
All	17	"	"	640					

339 Upon the back of said amended bill appear endorsements in words and figures following, to wit:

No. 113 C. United States circuit court, district of Nebraska. The United States vs. The Burlington and Missouri River Railroad Company in Nebraska. Amended bill of complaint. Ja's Neville, U. S. attorney, district of Nebraska. Filed Oct. 9, 1875. Watson B. Smith, clerk.

Thereupon, afterwards, to wit, on the 8th day of November, 1875, a demurrer was filed in said case, which said demurrer is in words and figures following, to wit:

In the United States circuit court, district of Nebraska.

The demurrer of the Burlington & Missouri River Railroad Company in Nebraska, defendant, to the amended bill of complaint of the United States of America, plaintiff.

360 This defendant by protestation, not confessing or acknowledging all or any of the matters and things in the said complainant's bill to be true in such manner and form as the same are therein set forth and alleged, doth demur thereto, and for cause of demurrer showeth that the said complainant hath not, in and by his said bill, made

or stated such a case as doth or ought to entitle it to any such discovery or relief as is thereby sought and prayed for from or against this defendant; wherefore this defendant demands the judgment of this honorable court whether he shall be compelled to make any further or other answer to the said bill, or any of the matters and things therein contained, and prays to be hence dismissed with his reasonable costs in this behalf sustained.

T. M. MARQUETT,
Attorney for Plaintiff.

J. M. WOOLWORTH,
Of Counsel.

I certify that, in my opinion, the above demurrer is good in law & not filed for delay.

J. M. WOOLWORTH.

361 Upon the back of said demurrer appear endorsements in words and figures following, to wit:

No. 113 C. U. S. circuit court, district of Nebraska. The United States of America, vs. The Burlington and Missouri River Railroad Company in Nebraska. Demurrer to amended bill. Filed Nov. 8, 1875. Watson B. Smith, clerk.

Thereupon, afterwards, to wit, on the 8th day of January, 1876, a stipulation was filed in said case, which said stipulation is in words and figures following, to wit:

United States circuit court, district of Nebraska.

THE UNITED STATES
vs.
THE BURLINGTON AND MISSOURI RIVER RAILroad Company in Nebraska.

It is hereby stipulated by and between the parties to this suit that the following amendments may be incorporated into the amended
362 bill of complaint, and stand and be parts thereof, with the same force and effect in all respects as if made and incorporated in the said bill at the filing thereof.

To the thirty-third paragraph of the 24th page shall be added the following words, viz: "That the grant of 1864, amending the grant of 1862, did not give the Union Pacific Company any additional lands opposite to the line of its road from the point on the one hundredth meridian east to the Missouri River; that the Union Pacific Company is not, therefore, entitled to lands beyond the ten-miles limit from the line of its road known as the Iowa branch. Therefore, the defenddant is entitled to one thousand and twenty odd sections of land, being all the odd-numbeeed sections lying between the ten and the twenty-miles limit of the Union Pacific Company's road from said one hundredth meridian east, provided defendant is entitled to take lands beyond a limit of twenty miles from its road. Yet, the Union Pacific Company procured the land-department to patent
363 to it all of the odd-numbered sections between a line of ten miles from its road and a line twenty miles from its road, both on the north and the south thereof, between the one hundredth meridian and the Missouri River, save and except two hundred and nine thousand two hundred and sixty acres, as hereinbefore stated and referred to as

not patented. In consequence whereof the defendant obtained lands conveyed in the patents to it, heretofore mentioned, to the extent of the lands so improperly obtained by said Union Pacific Company."

In the thirty-third paragraph of said page, after the words "that the defendant was entitled to patents to," shall be inserted the words "all, or at least."

In the last line of the said page, after the word "taken," shall be inserted the words "all, or at least."

In the 45th paragraph, on the 27th page, after the words "entitled to patents," shall be inserted the words "all, or at least."

In the line next to the last line on the said page, after the words
364 "in lieu," shall be inserted the word "of."

In the 46th paragraph, on the 28th page, after the words "received patents to," in the 4th line of said page, shall be inserted the words "all, or at least."

In the 46th paragraph, on the said 28th page, after the words "are to the extent of," shall be inserted the words "all, or at least."

In the 48th paragraph, on the 29th page, in the third subdivision of said paragraph, after the words "entitled to patents to," shall be inserted the words "all, or at least."

In the said 29th page, in the 4th subdivision of the said 48th paragraph, after the words "should have received patents to," shall be inserted the words "all, or at least."

In the said 29th page, in the 4th subdivision of said 48th paragraph, after the words "twenty-section limit," shall be inserted the following words: "That the defendant, if entitled to lands beyond the distance of twenty sections from its road in lieu of lands otherwise dis-
365 posed of, should only take lands directly opposite, north or south, from said odd-numbered sections, so as aforesaid otherwise disposed of; that defendant is not entitled to take lands opposite one division of twenty miles of completed road, in lieu of other lands otherwise disposed of, opposite another division of twenty miles of completed road."

JAMES NEVILLE,
U. S. Att'y Dist. Neb.
J. M. WOOLWORTH,
Of Counsel for Def't.

Upon the back of said stipulation appear endorsements in words and figures following, to wit:

No. 113 C. U. S. circuit court. The United States vs. The B. & M. Railroad Company in Nebraska. Stipulation to amend bill. Filed Jan. 8, 1876. Watson B. Smith, clerk.

Thereupon, afterwards, to wit, on the 19th day of April, 1876, an agreement was filed in said case, which said agreement is in words and figures following, to wit:

366 In the U. S. circuit for the district of Nebraska.

THE UNITED STATES
vs.
THE BURLINGTON AND MISSOURI RIVER Railroad in Nebraska.

It is hereby stipulated and agreed by and between James Neville, attorney for the United States, and J. M. Woolworth, attorney for the

B. & M. R. R. Co., in the above-entitled cause, that the following amendment shall be made in the amended bill in said cause, to wit: After the word "acres," in the tenth line of the second subdivision of paragraph eight, on page eight, shall be inserted the words "of the value of five millions of dollars."

And they do further stipulate that they will and do by consent argue the demurrer now pending in said cause in chambers before Justice Miller, at Washington City, the and of January, 1876, and that when said court shall pass upon said demurrer and make his
367 order and decree upon the same it shall contain the usual and proper prayer for an appeal, and the allowance of the same by the attorney for the United the same as if he were present to request the same, provided the said demurrer shall be sustained; and same right is hereby given to def't.

J. M. WOOLWORTH,
Of Counsel for Def't.
JAMES NEVILLE,
Attorney for the United States.

Upon the back of said agreement appear endorsements in words and figures following, to wit:

No. 113 C. United States vs. The Burlington & Missouri River Railroad in Nebraska. Agreement to amend amended bill. Filed Apr. 19,
1 876. Watson B. Smith, clerk.

Thereupon, afterwards, to wit, on the 5th day of May, 1876, an opinion was filed in said case, which said opinion is in words and figures following, to wit:

368 THE UNITED STATES
vs.
THE BURLINGTON AND MISSOURI RIVER Railroad Company in Nebraska.

In the circuit court for the district of Nebraska.

Mr. Neville, U. S. dist. att'y, for the plaintiff.
Mr. Woolworth, for the defendant.

MILLER, Circuit Justice.

This case comes before me on a demurrer to a bill in equity filed on behalf of the United States by the district attorney. The object of the bill is to have a declaration of the nullity in whole or in part of several patents on lands issued to the defendant under section nineteen of the act of July 2, 1864, which was an act to amend the act "to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the
369 same for postal, military and other purposes, approved July 1, 1862." (13 U. S. Statutes, 356.)

The 18th section of this amendatory act of 1864, grants to the Burlington and Missouri River Railroad Company, an existing corporation under the laws of Iowa, the right of way and the use of adjacent lands for earth, stone, timber, &c., through the Territory of Nebraska, from the point on the Missouri River south of the mouth of Platte River, where it may choose to cross, to an intersection with the main track of the Union Pacific Railroad not further west than the one hundredth meridian of longitude.

Section nineteen, out of the construction of which this suit mainly arises, is here given verbatim:

"Be it further enacted, That for the purpose of aiding in the construction of said road, there be, and hereby is, granted to said Burlington and Missouri River Railroad Company, every alternate section of public lands (excepting mineral lands as reserved by this act) des-
370 ignated by odd numbers, to the amount of ten sections per mile on each side of said road, on the line thereof, and not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed: Provided, That said company shall accept this grant within one year from the passage of this act, by filing said acceptances with the Secretary of the Interior, and shall also establish the line of said road, and file a map thereof with the Secretary of the Interior, within one year from the date of said acceptance, when said Secretary shall withdraw the lands mentioned in this grant from market."

1. The first question arising in the case comes out of the construction of this section asserted in the bill, that no lands are granted by this act outside of a lateral limit of twenty miles on each side of the road. It is very difficult to presume on what principle this construction
371 can be maintained; no lateral limit is mentioned, nor any twenty miles. The grant is one of amount or quantity, and that quantity is to be had subject alone to these restrictions. 1. The sections can only be of odd numbers. 2. They must be limited to ten per mile on each side of the road. 3. They must be on the line of the road. 4. They must be of lands not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption. or a homestead claim had not attached at the time the road was definitely located. There is no limitation by any lateral line, as it was very well known that the road must run through the most settled part of Nebraska, and that much of the land along its line was already disposed of, and that within the two years allowed for the definite location of the road much more of it would be claimed under homestead and pre-emption laws. It was clear to the framers of the act that the company could not get the
372 amount of ten alternate sections on each side of the road, within a limit of twenty miles.

If it be said that all other grants, and especially the other grants of lands to the Pacific Railroad in the original and amended acts, have their lateral limits, we answer that the difference in the phraseology of the grant, and other circumstances, show an intention not so to limit it in this case.

There is probably no railroad grant to be found within those lateral limits when the grant is of any "amount" or "number of odd sections." The phrase is always every alternate odd, or one section within certain limits, and Congress generally gives an indemnity on such of these sections as have been reserved or disposed of, by express language authorizing them to be selected elsewhere, outside the limit. What is still more significant, is that in this very act of 1864 the original grant of 1862 to the Union Pacific Company is increased from five sections on each side of the road to ten, and the preamble of lateral limits of
373 the original act is mentioned, but enlarged to twenty miles only on each side, to meet the increased number of sections granted. The 17th section of this act also grants to a corporation thereafter to be organized, to build a road from Sioux City, in Iowa, to a junction with the Union Pacific, the same number of alternate sections of land for ten miles in width on each side of the road. We are forced to the

conclusion that when, after enlarging the limit of the original grant to the main road by section four of this act, and on granting to a new company lands to build the Sioux City branch by section seventeen, in both of which the lands were to be found within a certain limit, Congress made this grant of a certain amount of such lands without such limit, it was intentional and of a purpose. (13 U. S. Statutes at Large, 356.)

The reason for this difference is also clear. For all the branches of the road mentioned in the act of 1862, of which the Sioux City
374 branch was one, and the Burlington and Missouri R. was not, there was a large subsidy of bonds of the United States per mile, in addition to the lands granted by Congress. But when, two years after that body authorized the Burlington & M. R. R. Company to extend its road to a junction with the main road through Nebraska, and parallel, or nearly so, to this main road, it did not choose to give that company any bonds or money, and for this reason, as well as because such a large part of land had been already disposed of within a limit of twenty miles, it was deemed a reasonable measure of equalizing the donations, to permit the whole amount of ten sections on each side of the road to be taken, if they could be found without any lateral restriction.

2. The next allegation of the bill demanding attention is that a large number of the sections or parts of sections of land, included in these patents, lie some fifty or a hundred miles distant from the road, and do not come within the description of the grant as being "on the line thereof."

375 It is extremely difficult to fix any very precise meaning to this phrase. It is used in reference to the grant to the Union Pacific Company in connection with the twenty-mile limit. It cannot, therefore, mean contiguous to the road-bed, or to the land taken for the road-bed, as a section of land twenty miles distant from the road-bed is clearly within the grant. If twenty miles distant is on the line, what limit in a lateral direction can you say is not? The equivalent phrase in the grant to the Sioux City branch is "on each side of the same along the whole length of said road." The line of the road seems here to be used for the course or direction of the road, and along its whole length means probably parallel with its course, and between its termini. And this is what I suppose is really meant, that the land shall be taken along a parallel to the general direction of the road on each side of it, and within lines perpendicular to its terminus at each end.

376 3rd. The next section of this act, to wit, S. 20, provides that when any consecutive twenty miles of the road has been completed and this shall be made to appear to the President, "patents shall issue carrying the right and title to said lands to said company on each side of said road, as far as the same is completed, to the amount aforesaid." And the bill insists that when a patent issues for any section of twenty miles, no land could lawfully be included which did not lie parallel to that twenty miles, and within lines drawn perpendicular to each end of that twenty miles. It then alleges that this rule was disregarded and large numbers of sections were included in the patents issued on the completion of every section of twenty miles which lay east or west of the termini of those sections, the road running nearly east and west.

It may be conceded that when the company presented its claim
377 over the lands it was entitled to by reason of the completion of any specified section of twenty miles, they were only entitled to lands parallel to that section, and not either east or west of its respective termini. But they were neither bound to apply for or receive their patents by sections of twenty miles. It was optional with the company to await

the final completion of the road, and get all the lands to which they would have been entitled at the same time. What would they have been? Obviously ten sections on each side of the whole length of the road, without regard to the section of twenty miles. Or if the full quantity was not found on each twenty-mile section when applied for in sections *whether* the limits of that subdivision, a patent might have been taken for what could be so found, and the remainder would be due to the company when the road was finished. If, then, the patents as they now stand only represent what the company was entitled to on the completion of the road, I think the error, if there was one, in issuing
378 them too soon, does not require that they should be set aside, since the road has now been completed for two or three years, and no possible injury can result to the United States.

If our construction of the nineteenth section and of the amendatory acts is sound, the defendant has received no more lands than it was entitled to by the mistake of the Commissioners, nor any other lands than what it would have had if it had used its patent for the whole after the road was finished. If these patents were set aside, the company could now ask that the same lands be repatented to it.

4. The road of the defendant and the road of the Union Pacific Company run for many miles parallel to each other and so near as to be within twenty miles of each other on the south side of the road of the latter company.

In the selection of lands for the defendant company the Department of the Interior refused to permit it to take any lands within the
379 twenty miles on each side of the Union Pacific road, on the ground that the right of that company to the alternate odd sections within that limit was paramount to that of the Burlington & Missouri R. R. R. Co; that a strip of forty miles in width on the north of the road of the defendant was excluded from its selection. The bill before me now alleges that this was all wrong. That first, the track of the Union Pacific had no grant at all of lands; and secondly, if it had, it was only by the act of 1864, made at the same time with the grant to defendant, and therefore their rights were equal when the roads brought them in conflict.

The act of 1862 created a corporation called the Union Pacific Railroad Company, and authorized this company and others to construct a single line of road from the one hundred' meridian of west longitude towards the Pacific Ocean, with these boundaries from this meridian westward. One of these branches was to commence on the western boundary of Iowa at such point as the President should select,
380 and thence to join the main road at the one hundredth meridian. Specific grants of so much in bonds for each mile and for so much land for each mile were made to all new roads by the same act. Section 3 of the act, speaking of the Union Pacific, the only company chartered by the act, declares that there is hereby granted to said company, for the purpose of assisting in the construction of said railroad and telegraph line, every alternate section of public lands to the amount of five sections per mile on each side of said railroad, on the line thereof, and within ten miles on each side of the road. It is argued that because the Iowa branch is separately described as such, and the road from the one hundredth meridian of longitude to the western boundary of Nebraska is spoken of by the new line of the Union Pacific, that no grant is given for the Iowa branch.

But the caption of the act speaks of a road from the Missouri River to the Pacific Ocean. The grants are made to build this road and the

branches as parts of it. There is nothing in the act to indicate,
381 and no reason can be given why the lands on each side of the branch should not be given as well as on the main road and the other branches. If the lands are not given for this branch neither are the bonds. Yet the President, the Secretary of the Treasury and of the Interior, and subsequent acts of Congress have all recognized the grant both of bonds and lands as extending to this branch as to the points of the road.

I do not doubt that there was such a grant intended and that intent must control.

The said act, however (S. 3, 12 U. S. Statutes, 492), only gave five alternate sections per mile on each side within a limit of ten miles on each side of the road. By section four of the amendatory act of 1864 it is enacted that section three of the original act be hereby amended by striking out the word "five" when the same occurs in said section and by inserting in lieu thereof the word "ten," and by striking out the word "ten" when the same occurs in said section and inserting in
382 lieu thereof the word "twenty." It will be seen on a comparison of the sections that as amended it is a grant of ten sections on each side of the road within twenty miles thereof. It is argued by counsel for plaintiff that as to the enlarged grant outside of the ten-mile limit it is made by the same act, and takes effect as of the same date as the grant to the Burlington & M. R. R. R. Co., found in the subsequent section nineteen, and that where the lines of the road make a lap in which the right of selection conflicts, the alternate odd sections should have been equally divided between the two companies, and that the lands patented to the defendant in lieu of those to which it was entitled within the limits of this conflict were so done in violation of law and the title void.

But I am of opinion that the land department correctly decided that the title of the Union Pacific Company within twenty miles on each side of its road was paramount and exclusive.

Looking to the certainty that in some portions of their lines
383 these roads must, before their connection, run parallel with other within the twenty-mile limit of the Union Pacific, it seems reasonable that Congress, instead of enlarging the grant to this road in general terms, used words which made the amendment a part of the original grant for the purpose of having it take effect as of the date of that grant. In other words, it incorporates nunc pro tunc words which make that grant one for twenty miles on each side of its road. Whether this retrospective character could be given to the amendment in a case where intervening rights had attached, we need not now decide. Probably it would not. But the Burlington & Missouri R. R. R. Co. takes its right by the same statute which says that the former act shall read so as to give the Union Pacific the lands now the subject of controversy. This view would commend itself to Congress by its intrinsic equity, for by it each road gets the largest quantity of land which the statute permits, while the other construction allows the B. &. M. Co. to get
384 all it could under all circumstances, the other road losing what the latter took within the lap. This comes out of the fact that the B. & M. Company was not confined within any lateral limits, while the Union Pacific could not go without its twenty mile limit to make up deficiencies.

Besides, both of these roads have acquired, in the construction given and acted on by the United States, the officers of the government having prescribed it as the one which should govern all their rights, the

patents have been issued under it for the full amount of all the land which could be so claimed under both grants, and innocent purchasers have no doubt become owners of much of the land patented to the Union Pacific Company; and it is certainly all mortgaged, so that an incalculable amount of injustice would be done by holding all this void and setting aside the patents. If the patents are not absolutely void, and only voidable, then every principle of equity of the settlement of conflicting and doubtful rights acquiesced in by the parties, and
385 of the essential question of that settlement, is opposed to setting aside these patents at the instance of the United States.

5. There remains one more ground for equitable relief relied on by the bill. It is alleged that one hundred and fifty thousand acres of land lying on the north side of defendant's road have been patended in lieu of lands found deficient on the south side of the road, and that the lands so patented are void.

I am of opinion that the act of Congress did not intend to grant twenty sections per mile for the road, but ten sections per mile on each side of the road. That no right to take more on either side of the road than what amounted to ten sections per mile on that side was conferred. If, for any reason, the required number of sections could not be found on one side, it was, as in the case of a similar deficiency in the twenty-mile limit of the other road, a loss which Congress had made no provision to supply. There existed, therefore, no power in the office of the
386 Land Department to issue patents for lands on the north side for those not found on the south side. If the lands so patented can be identified, I think the government is entitled to have a declaration that, as to these, the patent conveys no title.

But the bill before me does not so identify them. I find no description of them by Congressional subdivision, nor by reference to any patent containing them exclusively, nor by reference to any schedule of them. The court cannot declare all the patents issued void because there are some lands included in some of the patents which there was no right to convey.

As the bill stands, the demurrer must be sustained. If, however, the attorney for the United States thinks he can amend so as to identify these lands by specific description, he has leave to do so. If he does this, defendant can either renew his demurrer or answer as to that part of the bill. If he renews his demurrer, it may be considered as overruled. If he chooses to abide the demurrer, a decree can go for
387 the plaintiffs on the lands so described. If plaintiff abides by his bill as it now stands, it must be dismissed on the demurrer. [Subsequently the district attorney amended the prayer of his bill (being unable to describe the lands specifically), & asked that the company be decreed to reconvey to the United States an equal amount of lands or pay the value of the excess; & to the bill as amended the circuit justice sustained a demurrer, being of opinion that the U. S. is not entitled to such relief, as neither the specific lands nor their value can be ascertained as a foundation for relief, nor the value of the lands to be so conveyed.]

Bill dismissed.

Upon the back of said opinion appear endorsements in words and figures following, to wit:

No. 113, C. United States vs. The Burlington & Mo. River R'd Co. in Neb. Opinion of Mr. Justice Miller. Filed May 5, 1876. Watson B. Smith, clerk.

388 Thereupon, afterwards, at the May term of said court, and on the 5th day of May, 1876, the following proceedings were had in said case, as appears of record on folio 561, Journal C, of said court, to wit:

UNITED STATES
vs.
THE BURLINGTON AND MISSOURI RIVER Railroad Company in Nebraska.

This cause came on to be heard upon the defendant's demurrer to the bill before his honor Mr. Justice Miller, and was argued by counsel, whereupon the said judge found the demurrer not to be well taken, as appears from his opinion in that behalf on file in this cause; and thereupon the said plaintiff moved the said judge for leave to amend its bill by interlining therein prayer that in lieu of 150,000 acres of land patented to the defendant on the north of its road, to supply deficiencies on the south thereof, which being allowed, the said bill was
389 further heard upon the said demurrer, and thereupon it was ordered, adjudged, and decreed that the said demurrer be, and the same is hereby, sustained, and that the said bill be dismissed out of this court; and thereupon the said plaintiffs by their counsel, in open court, prayed an appeal from this decree to the Supreme Court, which is hereby allowed.

Thereupon, afterwards, to wit, on the 14th day of August, 1876, a stipulation was filed in said case, which said stipulation is in words and figures following, to wit:

In the circuit court of the United States for the district of Nebraska.

THE UNITED STATES
vs.
THE BURLINGTON & MISSOURI RIVER Railroad in Nebraska.

It is hereby stipulated and agreed by and between the attorneys for the plaintiff and defendant in the above-entitled cause that the original maps now attached to the petition in said cause in the circuit court shall be attached to the transcript of the petition for the Supreme Court, and shall become a part and parcel of said transcript the same as
390 if the said maps had been reprainted and transcribed from said original.

JAMES NEVILLE,
Att'y for the U. S.
J. M. WOOLWORTH,
Att'y for Defendant.

Upon the back of said stipulation appear endorsements in words and figures following, to wit:

No. 113, C. United States vs. B. & M. R. R. in Neb. Stipulation. Filed Aug. 14, 1876. Watson B. Smith, clerk.

DISTRICT OF NEBRASKA, *ss:*

I, Watson B. Smith, clerk of the circuit court of the United States for the district of Nebraska, in the eighth circuit, do hereby certify that the foregoing folios, fron one to 390, contain true and faithful transcripts

of all pleadings, process, and proceedings (except original maps attached hereto by stipulation of parties) of record and on file in my office as said clerk, and the whole thereof, and the endorsements thereon, in the case of The United States vs. The Burlington and Missouri River Railroad Company in Nebraska.

Witness my hand and the seal of said court at Omaha this 14th day of August, A. D. 1876.

[SEAL.] WATSON B. SMITH, *Clerk.*

(Indorsement on cover:) No. 146. The United States, appellant, vs. The Burlington & Missouri River Railroad Company in Nebraska. Nebraska C. C. U. S. Filed 8th September, 1876.

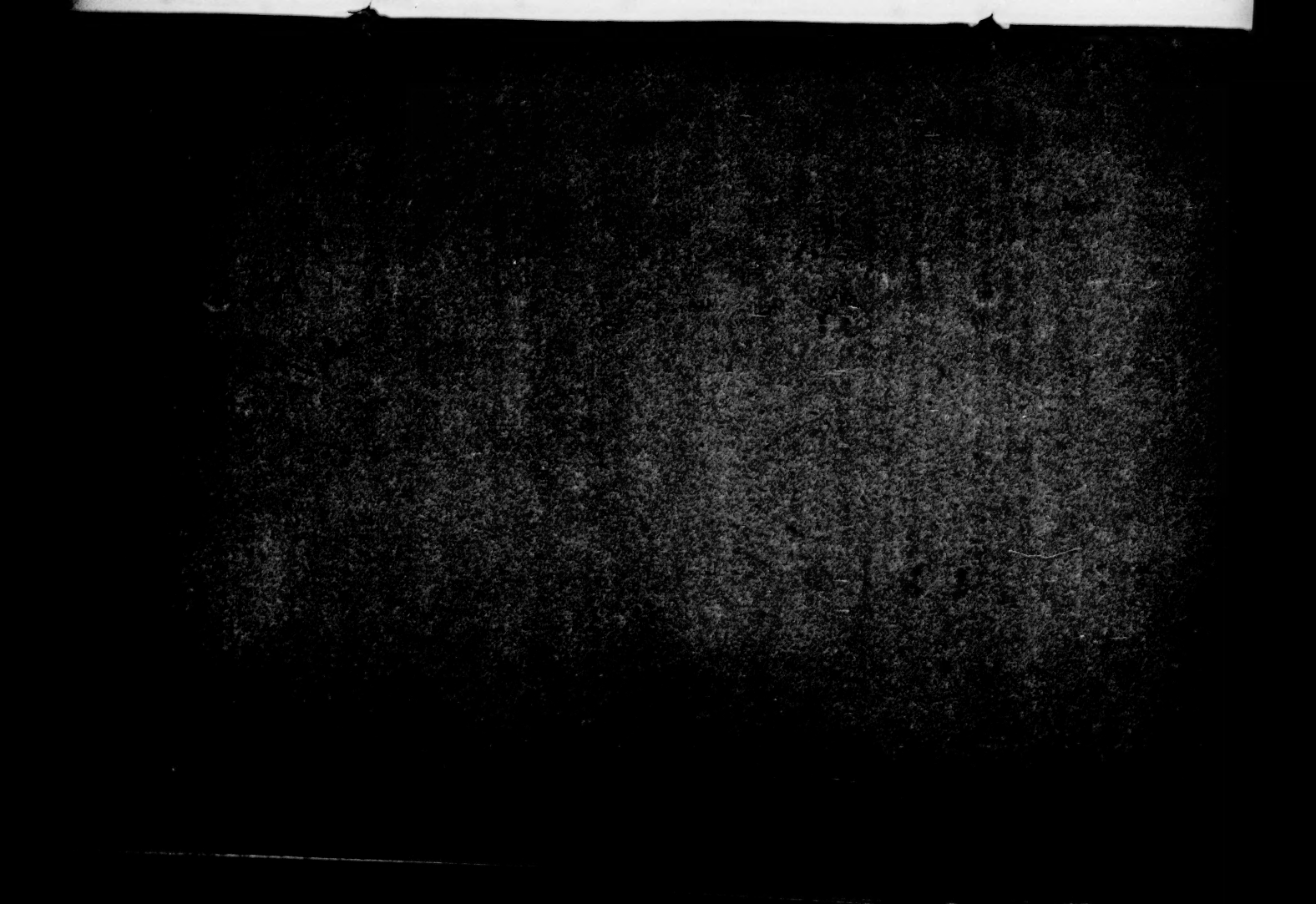
In the Supreme Court of the United States.

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STATEMENT.

Bill in equity instituted in behalf of the United States to avoid the patents issued to the defendant road for a large quantity of land, or to obtain a reconveyance thereof, or an account for the proceeds.

The bill sets forth in forty-six articles the grounds of complaint, commencing with a recital of the land-grant contained in the Union Pacific Railroad charter of 1862, and of the amendatory act of July 2, 1864, and of that to the defendant corporation found in sections 18, 19, and 20 of the last-named act (Record, 46, 47), and the resolution of April 10, 1869 (*Id.*, 48); that as each sec-

tion of twenty miles was completed, examined, and reported upon, agreeably to § 20, lands were granted to the defendants; that part of the lands lying within twenty miles of the road had been disposed of by the United States before the road was located, and in lieu thereof patents for lands beyond that limit to the amount of 1,200,000 acres, specified and designated in the schedules annexed to the bill, and of the value of five millions of dollars, were wrongfully and illegally issued to the defendants. The lands within the twenty-mile limit were withdrawn from the market by the Secretary of the Interior July 1, 1865, while those outside of that limit were so withdrawn May 31, 1872.

The bill next charges, in substance, that when each section of twenty miles was accepted, lands in lieu of those previously disposed of were wrongfully and illegally patented to the company, distant, in some cases, more than a hundred miles from the termination of such section, and in all the cases mentioned in the schedules referred to, beyond the terminus of the section which was the consideration of the grant.

The next series of charges (commencing at the top of page 53, Art. XVII *et seq.*) are, in substance, that in lieu of lands previously disposed of lying *south* of the road, patents were issued for lands lying *north* thereof, and distant sixty miles therefrom, while sufficient lands to make up the desired quantity were open to patent within thirty-two miles south of the road and opposite the proper section; whereas the patented lands were beyond the termini of the sections on account of which the patents issued.

The concluding articles of the bill (page 58, top, folio 203, Arts. XXXIII *et seq.*) state that the aforesaid act

of July 2, 1864, granting lands to the defendants, made an addition to the grant to the Union Pacific Railroad contained in the act of July 1, 1862; so that as the two roads approached each other, if the grant to the defendants was confined (as your orators say it should be) to a limit of ten or, at most, twenty miles upon each side of their located line, the grants would conflict and lands scheduled to the amount of 375,660 acres would be included within the terms of both grants. Of these lands 166,400 acres have been patented to the Union Pacific Railroad, and the rest are unpatented. The claimants aver that all these lands (375,660 acres) were open to selection by the defendants and that the other corporation was not entitled to the patents issued to it, because no additional lands were granted it by said amendatory acts for its road east of the one hundredth meridian to the Missouri River; and the quantity just stated all lay between the ten and twenty-mile limits of said Union Pacific Railroad. If this latter company are entitled to locate any land between these limits and east of the hundredth meridian, then the bill asserts that the claims of both companies are equal as to the lands included in both grants, and half of the patents therefor should have issued to the defendants.

It further alleges that, while the defendants' road lies south of the Union Pacific, the lands patented to the former north of its own road are north of the twenty-mile limit of the latter.

To this bill there was a demurrer filed, which was sustained and the bill dismissed.

ASSIGNMENT OF ERRORS.

The government assigns for error the decree dismissing the bill, and says that the demurrer should have

been overruled and the respondents required to answer or confess the bill.

That the court should have held invalid all patents issued to the defendants for lands lying more than ten or, at most, twenty miles distant from the originally located line of the defendants' railroad; all such patents for lands lying north of said line that were granted in lieu of lands already disposed of lying south of said line; all patents for land lying more remote from said road than other lands patentable under said grant; all patents issued in lieu of lands patented to the Union Pacific Railroad and more than ten miles therefrom, east of the hundredth meridian; and all patents for lands not lying opposite to the sections on account of which they issued, but beyond the termini thereof; and should have decreed a surrender and cancellation of these patents, a reconveyance of the lands patented, and an accounting for those conveyed to *bona-fide* purchasers.

BRIEF.

I.

Were the defendants entitled to patents, under any circumstances, for lands lying more than twenty miles distant from the original location of their road?

If they were, it is contrary to the regulations affecting every other road mentioned in the same and kindred acts.

If this limit be not established, there is no definite limitation of distance. The grant is floating in this respect. The requirement that it shall be on each side of the road may prevent it from being located east or west of the termini of the road; but northerly or southerly, it is unlimited. It may be located upon any lands in Dakota, Kansas, Indian Territory, or Texas, whether timbered or containing coal and iron or not, or whether along the line of other railroads or not.

If it be said that this cannot be because unreasonable, and that no distance being specifically named, the privilege must be exercised by the road within a *reasonable* distance of the location of the road, the answer is, that we have no better criterion to determine what distance is reasonable than that established in all other cases by the legislation on this subject.

While the purpose of the grants to the Pacific roads might be mainly to establish a connection between the Atlantic and Pacific and intermediate States, the object in granting lands to these lateral roads within the boundaries of a single State and tributary to the traffic of the

Pacific roads must have been to develop the resources and promote the development of the country to be traversed. This was to be accomplished, not merely by the construction of the road, but by its having an interest to aid in procuring the taking up of homesteads along its line, offering inducements and facilities to settlers. Therefore the grant is confined to alternate odd-numbered sections upon each side of the road, that the government and the corporation may share the benefit of a development which is the result of joint expense.

The expression "every alternate section" implies contiguity in the location of the grant.

This road had all the applicable privileges conceded by the act of 1862 to the Hannibal and Saint Joe road (Record, 47, folio 167, § 20, and this latter road took its lands "upon the same terms and conditions in all respects" as the Union Pacific. (See act of 1862, §§ 3 and 13, 12 Stats., 495, 496.)

Thus the H. & St. J. road has the same right as the Union Pacific to take indemnity lands within a prescribed distance, in lieu of those previously disposed of by the United States; and lost the benefit of this indemnity if lands subject to entry could not be found within the distance prescribed. By this reference in § 20, the defendant road took upon the same terms and was subject to the same conditions.

IF THIS BE NOT SO, THEN THE BURLINGTON & MISSOURI RIVER R. R. CO. HAD NO RIGHT TO ANY INDEMNITY LANDS; FOR THE PRECEDING SECTION (Record, 47, § 19) ONLY GRANTS THEM SUCH ALTERNATE, ODD-NUMBERED SECTIONS, ON EACH SIDE OF THE ROAD AND "ON THE LINE THEREOF," AS WERE NOT DISPOSED OF PREVIOUSLY BY THE UNITED STATES. IT DID NOT

EXPRESSLY GIVE ANY OTHER LANDS IN LIEU OF THOSE SO TAKEN UP, AND IF THIS RIGHT EXISTS, IT MUST BE SOLELY BY THE AFORESAID REFERENCE TO THE H. & ST. J. AND UNION PACIFIC ROADS.

The twenty-first section of the act of 1864, not found in the record, requires every company entitled under that act, before receiving its patents, to first pay into the Treasury the cost of survey, &c.; which amount is to be used "for the prosecution of the survey of the public lands *along the line of said road.*" (13 Stats., 365.)

II.

Patents issued in lieu of lands disposed of *south* of the road should not have covered lands lying *north* of the road.

The public policy which led to the making of any grant to this road required the sections to lie in equal quantities "upon each side" of the track, and "along the line of said road."

If by the unauthorized act and concurrence therein of the road and the officers of the Land Office 150,000 acres have been patented *north* of the road in lieu of lands lying *south* of it, and this illegal transaction has been so carried out that the United States cannot specifically designate what particular sections and subdivisions were so patented, and distinguish them from parcels lawfully selected, yet the defendants ought not therefore to be permitted to take advantage of their own wrong and retain the whole. It is the least equity can require of them to reconvey an amount equal to that thus illegally located, or to account for the value or proceeds thereof.

The ordinary doctrine of confusion is that he who is responsible for the *wrongful* intermingling must lose his

own property; if done through *negligence* (which cannot, any more than wrong-doing, be imputed to the sovereign), the property is not necessarily lost, but each party may claim his own. If, as here, it be property all of one kind and value, like corn in an elevator, each party may claim the *quantity* which of right belongs to him, or the equivalent which has been received therefor.

III.

What has already been said about the design of the grant and the employment of the terms alternate, odd-numbered sections, on each side, along the line of the road, &c., will apply with more or less force to the claim (Record, 60, Art. XLIV) that the defendants should have taken the lands lying nearest to the line of their road.

As before observed, the company is only entitled to lands so situated, not already disposed of. There is no permission given to go off the line to obtain lands in lieu of those previously entered.

IV.

The same observations may be made as to the next claim (*id.*, Art. XLV), that this company was entitled to one-half the patents for lands lying within its 20-mile limit, and, at the same time, within the 10 and 20 mile limit of the Union Pacific.

It might be, if not entitled to "all, or at least one-half of these lands," that Congress intended that the road, or its sections, first completed should have the full quota, and the other road only the remainder. A similar race of diligence was instituted between other roads named in the same act.

If the effect of our construction is to diminish the amount actually granted to each of these roads, there is sound reason for the distinction. It is that given by the learned judge who tried this cause below as that which induced the withholding of bonds. This road passed "through the most settled part of Nebraska" (Record, 103, middle) to its junction with the Union Pacific. The traffic which these settlements afforded were an equivalent for the larger quantity of land available in more sparsely-settled or unsettled districts; and the smaller quantity would, in this part of the State, be more valuable than the larger quantity in a wild country. Especially would this be true as the roads approach their connection with each other, the junction increasing the business of each.

The same observations apply to our position, that the road was confined to a 10 or 20-mile limit, and lost whatever could not be found undisposed of within this line; since this could only happen where the tide of emigration had flowed in to give business to the road as an equivalent for the lands lost.

For this reason no bonds were given to or needed by the defendants.

It may perhaps be permissible to say, arguendo, that this road, in view of the inevitable increase of its resources from the population pouring into the country it traversed, inserted a provision into the bonds it issued to aid its construction, that they should be annually subject to be called in and paid before maturity at the pleasure of the company; and that it has availed itself of this privilege, and is every year calling in large amounts of this bonded indebtedness.

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V.

What has already been said about the implication of the necessity of contiguity from the policy indicated and the terms employed applies also to Article XLVI. (Record, 60.)

VI.

The government confidently asserts that it was improper to patent lands in consideration of the completion of a twenty-mile section of the road east or west of the termini of the section which was the foundation of the grant, whether the patents were taken out upon the completion of that section or of the whole road. In fact, they issued before the road was done.

The opinion of the circuit court tersely and satisfactorily states our position, though I am not so well satisfied with the answer given to it. "The bill insists that when a patent issues for any section of twenty miles no land could lawfully be included which did not lie parallel to that twenty miles and within lines drawn perpendicular to each end of that twenty miles. It then alleges that this rule was disregarded," &c. (Record, 104, folio 376.)

"SEC. 20. *And be it further enacted*, That whenever said Burlington and Missouri River Railroad Company shall have completed twenty consecutive miles of the road mentioned in the foregoing section in the manner provided for other roads mentioned in this act and the act to which this is an amendment, the President of the United States shall appoint three commissioners to examine and report to him in relation thereto; and if it shall appear to him that twenty miles of said road have

been completed as required by this act, then, upon certificate of said commissioners to that effect, *patents shall issue conveying the right and title to said lands* to said company, *on each side of said road as far as the same is completed*, to the amount aforesaid; *and such examination, report, and conveyance by patents shall continue from time to time, in like manner, until said road shall have been completed*," &c. (Record, 47, 13 Stats., 364, 365.)

When each completed section of twenty miles was accepted, an unquestionable right to patents for lands lying "*on each side*" of that length of completed road accrued. The right was both perfected and defined by this acceptance, founded upon the report of the commissioners made "at the several times when each twenty miles was completed" (Record, 49, top); it could not be enlarged, if it could be varied (except by forfeiture), by any subsequent act or omission of the company. It could not be extended by any mere delay to apply for and accept delivery of the paper title to their lands; though, it will be recollected, there was no such delay in this case. The patents for each section issued upon its acceptance, but they were for lands lying east or west of the terminus of such section.

The right to lands ran along, *pari passu*, with every completed section and "on each side" thereof. It did not run ahead of any such section. At the completion of one section it was not legally certain that the next ever would be properly finished; and the fact that this was afterward done cannot affect the already-accrued title to land within determinate boundaries.

Believing the several positions herein assumed to be worthy of consideration, and most of them to be well

founded, I rely with especial confidence upon the one last stated and upon those found in the first, second, and third divisions of this brief.

EDWIN B. SMITH,
Assistant Attorney-General.

UNITED STATES SUPREME COURT.

No. 148.

THE UNITED STATES, APPELLANT,

v.

THE BURLINGTON & MISSOURI RIVER RAILROAD COMPANY IN NEBRASKA.

BRIEF AND POINTS FOR APPELLEE.

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BRIEF AND POINTS FOR THE APPELLEE.

This is an appeal from a decree of the Circuit Court, for the District of Nebraska. The original bill was filed by the United States on the 8th of February, 1875, to which the defendant interposed a general demurrer. At the May term, the demurrer was argued before Mr. Justice Miller and overruled by him. On the 9th of October, an amended bill was filed, to which the defendant again demurred. This demurrer was again argued before Mr. Justice Miller, and overruled by him—with leave to the plaintiff to amend in one particular, if the objection taken to the bill in respect thereof, could, in the opinion of the District Attorney, be remedied. He being unable to do so, the bill was dismissed. The object of the bill was to have a declaration of the Court, that patents, five in number, conveying in the aggregate one million two hundred thousand acres of land, were illegal and void, and a decree setting them aside.

Several questions are presented by the record which, with the facts alleged in the bill out of which they arise, are as follows:

1. By the Act of 1864, amendatory of that of 1862, entitled "an Act to aid in the construction of a Railroad and Telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for Postal, Military and other purposes," authority was, in the 18th Section, given to the Burlington and Missouri River Railroad Company—an Iowa Corporation —"to extend its road through the then Territory of Nebraska, from a point where it strikes the Missouri River South of the mouth of the Platte River, to some point not further west than the one hundred meridian of west longitude, so as to connect by the most practicable route with the main trunk of the Union Pacific Railroad, or, that part of it which runs from Omaha to the said one hundredth meridian of west Longitude." The 19th Section, upon the construction of which the first question depends, provides that "for the purpose of aiding in the construction of said road, there be and hereby is granted to the said Company, every alternate section of the public land, designated by odd numbers, to the amount of ten alternate sections per mile on each side of said road, on the line thereof, and not sold, reserved or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have been attached at the time the line of the road is definitely fixed." Under the authority of an act of Congress, this defendant, which is a Nebraska Corporation, became the assignee of the Iowa Company, and proceeded to build the road from the point where the latter's road struck the River, to Kearney Junction, where it connected with the Union Pacific Railroad—a distance of 200 miles—commencing the work on the 4th of July, 1869, and completing it on the 2d of September, 1872.

One million two hundred thousand acres within twenty miles of the defendant's road on the north and on the south sides thereof, had been sold, reserved or otherwise disposed of, or homestead or pre-emption claims had attached thereto at the time the line of the road was definitely

fixed. Accordingly lands to that amount more than twenty miles from the road were patented to the defendant.

The first question is, was the grant limited to lands which were within twenty miles of the road?

2. Section twenty of the act further provides that "whenever said Burlington & Missouri River Railroad Company shall have completed twenty consecutive miles of the road mentioned in the foregoing section, in the manner provided for other roads mentioned in this act, and the act to which this is an amendment, the President of the United States shall appoint three commissioners to examine and report to him in relation thereto; and if it shall appear to him that twenty miles of said road has been completed, as required by this act, then, upon certificate of said commissioners to that effect, patents shall issue, conveying the right and title to said lands to said company, on each side of said road as far as the same is completed, to the amount aforesaid; and such examination, report and conveyance by patents, shall continue from time to time, in like manner, until said road shall have been completed; and the President shall appoint said commissioners to fill vacancies in said commission, as provided in relation to other roads mentioned in the act to which this is an amendment; and the said company shall be entitled to all the privileges and immunities granted the Hannibal & St. Joseph Railroad Company by said last mentioned act, so far as the same may be applicable: *Provided*, That no Government bonds shall be issued to the said Burlington & Missouri River Railroad Company to aid in construction of said extension of its road; and *provided* further, that said extension shall be completed within the period of ten years from the passage of this act."

The contention of the bill upon this section is that the grant is in aid of the construction of each section of twenty consecutive miles of road, taken separately from the other like sections of road, and must be satisfied out of lands

lying exactly opposite thereto: whereas the lands conveyed in the patents are taken, not according to this rule of apportionment, but the large part thereof lie opposite the western sections of the road, and not opposite the eastern sections. The bill shows these further facts pertinent to be considered in this connection:

At the time of the definite location of the defendant's road, and down to the 31st day of May, 1872, the Secretary of the Interior withheld the lands from the defendant which were more than twenty miles from its road, holding that they were not within its grant, and continued during that period to patent the same to other parties whose claims thereto attached after the definite location of defendant's line. On the 31st day of May, 1872, the Land Department reversed its decision, and certified the lands here in question to the defendant, and issued the five several patents here sought to be avoided, the first of which bears date November 20, 1872.

During this period, from the definite location of the line down to the 31st of May, 1872, when the rights of the defendant to any lands situated more than twenty miles from the road were utterly denied, most of the lands opposite the eastern sections of the road were disposed of by the Government. Both parties to the controversy admit that the grant must be satisfied out of lands lying within lines perpendicular to the road at its termini, that is, that they must be opposite the whole line of road. The question is whether the grant is for each section of twenty miles, and in respect thereof must be satisfied out of lands opposite the same.

This is the second question.

By the first section of the act above referred to of July 1, 1862, the Union Pacific Railroad Company was incorporated and empowered to build a railroad from a point on the one hundredth meridian of longitude, west from Greenwich to the western boundary of Nevada Territory, and

the 8th section provided that the initial point on the one hundredth meridian should be fixed by the President of the United States. By the third section, a grant was made to that company, "of five alternate sections per mile on each side of said road, on the line thereof, and within the limits of ten miles on each side thereof." By the 14th section, it was also authorized to build a second line of railroad from a point on the west boundary of the State of Iowa, to be fixed by the President, to the one hundredth meridian of longitude, "upon the same terms and conditions in all respects as are contained in this act, for the construction of the said railroad and telegraph," provided in the first and eighth sections. Section 4, of the act of 1864, amended section 3 of the act of 1862, by striking out the word "five" where the same occurs in said section, and by inserting in lieu thereof the word "ten," and by striking out the word "ten," where the same occurs in the said section, and inserting in lieu thereof the word "twenty." The Union Pacific Railroad Company claimed that this amendment of section 3 operated in like manner upon section 14, of the act of 1862, so that it became entitled to the grant of lands in respect of the Omaha branch, twenty miles wide on each side of its road. In March, 1864, the President fixed the initial point of the branch at Omaha, where the company commenced the construction of its roads, completing them on the 4th of July, 1869. The respective initial points of the two roads were only about twenty miles apart, and from those points they run west on nearly parallel lines, and so near to each other, that the two grants could not, to their full extent, have operation. The Union Pacific Company preferred to the land department a claim to the whole of the lands between a line ten and a line twenty miles distant from its road, and without dividing them or any part of them with the defendant, and the department sustained the claim. And the Union Pacific Company has received patents for all these lands except

about three hundred and fifty thousand acres, which have been certified to it by the land department, but remain not yet patented. In consequence of the loss which it thus sustained, the defendant selected lands more than twenty miles distant from its line of road, in order to make up its full grant of twenty sections per mile, and the Government has patented these lands to it accordingly.

The government now contends that the amendment of Section three, of the Act of 1862, by Section four, of the Act of 1864, did not enlarge the grant to the Union Pacific Railroad Company, in aid of its branch from Omaha, provided for in Section fourteen, of the Act of 1862; and, accordingly, it was entitled to only five alternate odd numbered sections per mile of its road, from the Missouri River to the one hundredth meridian, and that the defendant was entitled to and should have had the lands more than ten and less than twenty miles from the Union Pacific road, and being so entitled, it could not take lands at a greater distance from its own road.

This is the third question.

Upon the same clauses of the acts, and the same circumstances, it is further insisted that, admitting that the amendment by section four of the act of 1864, of section three of the act of 1862, enlarged the grant to the Union Pacific Company, in aid of its Omaha branch, so that it took ten alternate odd numbered sections on each side thereof, yet the defendant was entitled to one half, and should have received that proportion thereof, and in lieu thereof could not take lands at a greater distance from its road.

This is the fourth question.

The grant to the defendant's assignor was of lands to a certain amount on each side of its road. It happened that, instead of taking the full quota to which it was entitled on the south side thereof, it took less, and made up the amount

of one hundred and thirty thousand acres on the north side. The learned Justice who gave the judgment below, held that this was wrong. But he also held that the plaintiff could have a recovery, only upon identifying the lands thus improperly patented to the defendant, so that they could, by definite description, be designated in the decree. In order that the District Attorney might, if he could, identify these lands, he gave him leave to amend the bill; but as he was unable to describe them specifically, the demurrer was sustained and the bill dismissed.

This is the fifth question.

THE FIRST QUESTION.

Had the grant to the defendant's assignor lateral limits, so that it must be satisfied out of lands with twenty miles of the road; or was it of ten alternate sections to the full amount thereof, without regard to its being within that distance from the line?

I.

The words of Section 19, to be construed are as follows:

"There be and hereby is granted to said Company every alternate section of the public land, designated by odd numbers to the amount of ten alternate sections per mile, on each side of said road, on the line thereof, and not sold, reserved, or otherwise disposed of, and to which a pre-emption or homestead claim may not have attached, at the time the line of the road is definitely fixed."

1. The grant is one of amount or quantity: lands are granted "*to* THE AMOUNT OF *ten alternate Sections.*"

The grant is only subject to these limitations:

(1.) The sections can only be of odd numbers;

(2.) They must be limited to ten sections per mile on each side of the road;

(3.) They must be on the line of the road;

(4.) They must be of lands not sold or otherwise disposed of by the United States, and to which a pre-emption or homestead claim had not attached at the time the line was definitely located.

There is no limitation by any lateral line. The words of section: "To the amount of ten alternate sections per mile," must be so construed as to retain their natural and reasonable meaning.

Henderson v. Mayor of N. Y., 92 U. S. (2 Otto), 265,

In the case of United States v. Union Pacific Co., 91 U. S. (Otto), 79, the court used this language in reference to the act of Congress now under consideration: "The act itself speaks the will of Congress, and this is to be ascertained from the language used."

2. It is claimed that all other grants have lateral limits affixed to them. This we admit, but in each of them the limits are prescribed in clear terms.

For instance, take the grants made by Congress at the same session, to-wit: The one to the State of Iowa, and the one to the railroads in Wisconsin; the latter made May 5, the former May 12, 1864. Compare the words of these grants with the one in question, and they read as follows:

IOWA AND WISCONSIN GRANT.	DEFENDANT'S GRANT.
Every alternate section of land designated by odd numbers for ten sections in *width* on each side of said road.	"Every alternate section of public lands (excepting mineral lands as provided in this act) designated by odd numbers, to the amount of ten alternate sections per mile on each side of said road."

An analysis of above grant shows: (1.) That it is only of odd numbered sections. (2.) *The land must be taken within a width of ten* sections on each side of said road.

Analyze above grant and we have: (1.) Only odd numbered sections; (2.) "to the *amount of ten* of these alternate sections on each side of said road."

From the words used, the intention is as clear in one instance that no *lateral* limits were intended, as in the other that they *were* so intended.

This act granting lands to defendant following the other acts referred to, and differing in language, is an intimation that a different construction was intended.

54 Penn. St., 86.

And this construction but follows the rule universally adopted, that the construction of a statute must accord with and be supported by the words used.

Fry v. C. B. & Q. R. R. Co., 73 Ill., 398.

A construction which restricts the grant to the limits of twenty miles from the road neutralizes the words "to the amount of ten alternate sections." Had the language been "there is granted, ten sections per mile on the line of the road which have not been sold," etc., it would have been apt to express the idea contended for by the other side. But when the word "amount" is inserted, so that the grant is not of ten sections, so far as they remain unsold, etc., but is of alternate sections to the amount of ten sections, the grant is not satisfied until the full number of ten sections is conveyed. These words must have their full force in the construction of the clause.

Dearborn v. Brookin, 97 Mass., 400.
The People v. Burns, 5 Mich., 114.
Gates v. Salmon, 25 Cal., 576.

3. In the argument in the court below, the attorney for the United States referred to the case of Hunnewell v.

Cass County, et al., and quoted this language from that decision:

"It is true that by some statutes, and especially by the one granting the land in question, where it is found that any odd sections, which would otherwise go to the company, have been otherwise disposed of or pre-empted, the company may take other lands in place of it, and this it may select within certain distances from the road." And the attorney argues from this that the court referred to some definite "distance" from the road; but the question here was not presented in that case; it was not in the mind of the court, and its general language will not be applied to it.

The terms used are inconsistent with the claim made that the limit is twenty miles on each side of the road, and is entirely consistent with the view of the defendant.

4. This grant is of every alternate section to the amount of ten sections, with these two qualifications: that they are to be (1) on the line of the road, and (2) "not sold," etc. It thus appears that the last clause, "not sold," etc., qualifies the first clause, "every alternate section," etc. If the clause be transposed by inserting the qualification immediately after the matter qualified, the sentence will read thus: "Every alternate section of public land not sold, etc., to the amount of ten sections on each side of said road, on the line thereof, is granted." Thus read, it is apparent that the grant has not lateral limits, but extends from the road as a base and on each side of it, until the full amount of ten sections on each side is secured.

5. It is admitted that the terms of the grant do restrict it within the termini of the road. That is to say, if at each terminus, lines perpendicular to the road are extended on each side of it, such lines will be the boundary of the territory from which the lands shall be selected. Our con-

struction is thus shown to give to these words all the force to which they are entitled.

7. On the other hand, the construction contended for would add lateral limits where Congress has not made them, and would make the grant only twenty miles in width on each side of the road, when, in the act itself, neither the words "twenty miles," or *width*, nor words of like import, are found. In other words, the court is asked to add to the act while construing it; to legislate as well as decide.

French v. Spencer, 21 How., 228, 238.
Fry v. C. B. & Q., 73 Ill., 399.

II.

Strong confirmation of this view is afforded by the fact that in the very particular upon which this question is raised, there is a marked difference in the language of the grants to the defendant and the other companies. The grant to the Union Pacific, in the 3d section of the act of 1862, is, in very distinct terms, restricted by the lateral limits of ten miles.

Compare these grants *with defendant's.*

UNION PACIFIC GRANT.

"And be it further enacted, That there be and is hereby granted to the said company, for the purpose of aiding in the construction of said railroad and telegraph, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land designated by

DEFENDANT'S GRANT.

"And be it further enacted," That for the purpose of aiding in the construction of said road, there be and is hereby granted to the said Burlington and Missouri River Railroad Company, every alternate section of public land, except the mineral lands as provided in this act, designated by odd numbers, to the amount of

odd numbers, to the amount of five alternate sections (but amended by section 4 of the act of 1864, so as to read "ten" alternate sections per mile) on each side of said railroad, on the line thereof, *and within the limit of ten miles* on each side of said road, not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed. And all such land so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall have been completed, shall be subject to settlement and pre-emption, like other lands, at a price not exceeding one dollar and twenty-five cents per acre, to be paid to said company."

"The Secretary of the Interior shall issue to said company, bonds of the United States of one thousand dollars each, to the amount of sixteen of said bonds per mile."

ten sections per mile on each side of said road, on the line thereof, and not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed; provided that said company shall accept this grant within one year from the passage of this act, by filing such acceptance with the Secretary of the Interior, and shall also establish the line of said road and file a map thereof with the Secretary of the Interior within one year of the date of said acceptance; when the said Secretary shall withdraw the lands embraced in this grant from the market."

2. And in the section of the act of 1864, immediately preceding those relating to the defendant, the grant to the Sioux City Company is made in these words: "Said company shall be entitled to receive alternate sections of land for *ten miles in width* on each side of said road."

The grant to the Sioux City Company, and that to the

defendant, stand in the act of 1864, in juxtaposition. In the former, *simple and exact* language is used in *fixing lateral limits.* In the latter, *such* language *is not used.*

3. There are other points of difference between the terms in which these grants are made. The act of 1862, provides for the construction of a main trunk line of rail-road, commencing on the one hundredth meridian of west longitude and running thence to the western boundary of the Territory of Nevada, and to aid in its construction, grants of lands and bonds are made with many clauses of limitation, regulation, forfeiture and control. These matters being carefully provided, provision is then made for the construction of several branches, and grants of lands and bonds are made in aid of them, not by repetition of the terms of the grant, with further ones of limitation, regulation, forfeiture and control, but by words of reference merely, to those previously used in respect of the trunk: the language in the case of each branch being that, "it is to be constructed upon the same terms, in all respects," as the trunk. But this uniform form of expression is departed from in the grant to the defendant. Its terms, the time it takes effect, the examination of the road preliminary thereto, its conditions, extent, limitations, regulations, are all provided for in full and explicit terms, so that it stands alone, without reference to the former grant.

4. And the terms of the grant to the defendant differ from those of the other grants in material respects.

(1.) No bonds are granted as in the case of each of the other branches.

(2.) The clause in the other grants exposing the lands unsold after three years, to the privilege of pre-emption by settlers, is omitted.

(3.) And the clause in the other grants, "within the limits of twenty miles on each side of said road," are omitted.

5. There were abundant reasons for making the distinction between the defendant's and the other grants in the particular of lateral limits.

(1.) The grant to it imposed upon it the duty of building a road in all respects such as the other companies were required to build.

(2.) It, like all the branches, was required to build its road so as to meet and connect with the Union Pacific Road.

(3.) And all the duties to the public and the government which were imposed upon the other branches were exacted of it.

(4.) While these burdens were cast upon it, it was discriminated against by a provision that it should have no subsidy bonds.

(5.) It was, at the time of the grant, well known that the road of the Iowa corporation struck the Missouri River at Plattsmouth—a point only twenty miles south of the initial point of the Union Pacific—and that the two roads must run through Nebraska nearly parallel for their whole length; the distance between them lessening to a point, where their junction was to be effected, and that the defendant's road was to traverse a well settled country, in which most of the public lands had been taken by homesteads, pre-emptions, or other grants. Under such circumstances, to affix lateral limits of twenty miles to the grant, was to give a deceptive shadow.

It was but a reasonable measure of equalizing the donations, to permit the defendant to have the whole "AMOUNT OF TEN SECTIONS" per mile of road in aid of its enterprise.

To these circumstances we are entitled to refer.

U. S. v. U. P., 91 U. S. (1 Otto.,) 72.
Strode v. The Straford justices, 1 Marsh. Dec., 162.
Pennington v. Cox, 2 Cr., 33.
Ogden v. Strong, 2 Paine, 584.
Rich v. Keyser, 54 Pa. St., 86.

III.

Further confirmation of our view is found in the fact that the same difference which we have remarked between the grants to the defendant and to the other companies, in these two acts, exists between the defendant's grant and all others of like character. The first of these acts is that for "laying out and making a road from the lower rapids of the Miami of Lake Erie to the western boundary of the Connecticut Western Reserve, in the State of Ohio, agreeable to the provisions of the treaty of Brownston," approved February 28, 1823, (3 St., 727); the language of the second section of which is, "in order to enable the State of Ohio to open and construct said road, a tract of land one hundred and twenty feet wide, whereon to locate the same, together with a quantity of land equal to one mile on each side thereof, AND ADJOINING thereto." Over one hundred and fifty works of internal improvement have received grants of land from Congress, and lateral limits have, by like words, been expressly affixed to every one of them, except in the case of defendant's grant. And in Railroad Company v. Smith, 9 Wall., 95, this is adverted to. Mr. Justice Miller, speaking for the court, says, "it has been usual in the acts making the grants, to describe them as alternate sections of odd numbers, within a certain limit, on each side of the road."

4 St., 234, 236, 242, 263, 305.
5 St., 245, 731.
7 St., 77, 83, 466.
10 St., 8, 155.
11 St., 9, 15, 17, 18. 20, 21, 30, 195.
12 St., 489, 620, 772, 797.

13 St., 64, 66, 72, 74, 96, 98, 119, 355, 355, 521, 526, 626.
14 St., 83, 84, 87, 89, 93, 94, 97, 210, 236, 239, 289, 292, 338, 374, 409, 548.
15 St., 307, 324, 340.
16 St., 94, 589, 573, 579.
17 St., 5.

The departure from this continuous line of legislation, in this particular instance, is significant of a purpose and design to give the grant a wider operation.

Aldrich v. Williams, 3 How., 1.
The Elizabeth, 1 Paine, 10.
Alexander v. The Mayor, etc., 5 Cr., 1.
U. S. v. Collier, 3 Blatch, 325.
U. S. v. Harris, 1 Sumn., 21 S. C., 10 Pet., 25.
Walcott v. Des Moines Co., 5 Wall., 681.
Eldred v. Sexton, 19 Wall., 189.
Cooper v. Roberts, 18 How., 173.
Springfield v. Quick, 22 Ib., 56.

IV.

In order to sustain his contention, the counsel for the Government is compelled to attribute to certain terms of the defendant's grant a strained, unnatural and unreasonable signification.

1. It is insisted that the words "on the line thereof," imply a lateral limit of twenty miles from the road.

(1.) Those words are found in the grant made to the Union Pacific Company in section three of the act of 1862. But they were not deemed by Congress sufficient there to imply a limitation of the grant, and therefore precise words were added to them for the purpose. The language is, "on the line thereof, and within the limits of ten miles on each side of said road."

When the same words, "on the line thereof," are

used in the defendant's grant, they will be read in the same sense; and being without the additional words, the necessary inference is that they were not intended to imply a limitation upon the grant.

(2.) To attribute to these words the meaning, contiguous to the line of the road, involves a manifest absurdity. The grant is of every alternate section to the amount of ten sections: one range of sections must, of course, be twenty miles from the road, and others only less distant. Such sections cannot be said to be on the line, in the sense of being near it.

And, if in a series of alternate sections extending from the road, perpendicular to it, for a distance of twenty miles, one has been sold, and the twenty-first section be taken to supply its place, this substitute may, with equal propriety of language, be said to be on the line.

In the grant to the Sioux City branch, in section 17, words intended to be of equivalent import are used: "on each side of the same along the whole length of the road;" that is, parallel with its course and between its termini. With this commentary on the words, "on the line thereof," furnished by the act itself, we must read them as meaning, not contiguous to the road, but between lines extended perpendicularly to the road at its termini.

(3.) This grant is of every alternate section, to the amount of ten sections, with these two qualifications: that they are to be (1) on the line of the road, and (2) "not sold," etc. It thus appears that the last clause, "not sold," etc., qualifies the first clause, "every alternate section," etc.

If the clauses be transposed by inserting the last qualification immediately after the matter qualified,

the sentence will read thus: "Every alternate section of land not sold," etc., to the amount of ten sections on each side of the road on the line thereof is granted. Thus read, it is apparent that the grant has not lateral limits, but extends from the road as a base, and on each side of it, until the full amount of ten sections on each side is secured.

(4.) The construction contended for by the district attorney imports into the sentence a clause which Congress has not seen fit to insert; namely: "within the limits of twenty miles of the road;" and this is not permissible.

Meiver v. Ragan, 2 Whea., 25.
French v Spencer, 21 How.. 228, 238.
Smith v. Trout, 20 Johns., 33.
Commonwealth v. Kimball, 24 Pick., 270.
Fry v. C. B. & Q. R. R. Co., 73 Ill.. 403.

2. So, too, the word "alternate," which is used in every grant of lands made by Congress in aid of roads, canals, bridges and railroads, has no reference to the limitation of the amount of land granted. It has always been construed as meaning the odd numbered sections, which are necessarily alternate to the even numbered sections.

THE SECOND QUESTION.

Do the terms of the defendant's grant require that the lands should be taken in respect of each section of twenty miles of road and opposite thereto, or permit the taking of the full amount of ten alternate sections per mile, irrespective of the locality of those sections, anywhere within lines perpendicular to the road at its termini?

1. The grant is in aid of the construction of the whole road; the language of the 19th Section of the Act of 1864,

in which it is made, is: "for the aid of the construction of said railroad," that is, the road from the river to the junction, "there be and is hereby granted," &c. Nor in that section is there any reference to parts of the road.

The contention on behalf of the appellant rests wholly on the 20th Section.

2. That section provides that when it is made to appear to the President that twenty consecutive miles of road have been completed in the prescribed manner, he is to appoint three commissioners to examine and report in relation thereto, and upon their certificate to that effect, patents are to issue, conveying the lands "on each side of the road, so far as the same is completed, to the amount aforesaid; and such examination, report and conveyance, shall continue from time to time in like manner, until said road is completed." These provisions are designed not to limit the grant, but to regulate and control its execution. To attribute to them the effect of limiting the grant is to render necessary an examination, report, and certificate as soon as any one section of road is completed, which is manifestly absurd. No lands can be conveyed without examination and favorable report; but it is immaterial when such examination and report are made; they may as well be when the whole road is completed, and be covered by one act, as at several times and by several acts. The contention wrests the provisions from their proper purpose, to an object not within the view of their framers.

3. Had the grant lateral limits, there would be reason for the contention, because the amount of lands which the Company would receive would be thereby diminished. Commencing on the line of the road, and counting north, for instance, to the line of the limit of the grant, and keeping within the extensions north of the east and west termini of any particular section of road, for whatever land had been disposed of, the company would have no indem-

nity, and the public domain would not be reduced. But if the counting north may pass over the line of limit, and thence on until all lands otherwise disposed of within it are supplied, that result would not follow. The grant would not be restricted; the number of acres which the Company would receive would not be reduced. No advantage then could accrue to the Government by this construction.

4. Nor are the words of section 20 apt to express the idea of the Government's Counsel. Congress, in framing this provision, had present to its mind one single section of twenty miles of road, and the right of the Company in respect thereof; its language applies to the matter before it. But when, proceeding to speak of the issue of patents, it does not say they shall issue for lands opposite to or in respect of any particular section of road—the language is, "as far as the same is completed"—so that in case two or more sections of road are completed and accepted, patents, one or more as may be convenient, will issue for all the lands earned by the construction of the whole reach of road, without regard to the limits of sections of twenty miles—not several patents, each conveying lands opposite or earned by any particular section of the constructed road: and this view is farther supported by the words "to the amount aforesaid," that is, to the amount of twenty alternate sections for each mile of road.

5. The defendant has received no more lands than it was entitled to; all the objection to which the patents are claimed to be obnoxious is that the lands are not the particular lands designed to be granted. No special advantage could accrue to the Government in having lands taken in one locality rather than in another. The construction contended for is narrow and unsupported by good reason

6. But the circumstances of this case, as set out in the

bill, render it most unjust to the defendant. It is alleged that on the 22d day of June, 1865, it filed the map of its road with the Secretary of the Interior. At that time the grant had locality: the defendant became entitled to have the full amount of ten sections per mile of its road, on each side thereof reserved from sale; and it may be admitted that it was entitled to have these lands selected for it opposite its several sections of road, or, more properly, opposite each separate mile of its road, so far as that were possible. On the first day of July, following, the Secretary withdrew from the market the lands within the lateral limit of twenty miles on each side of defendant's road. In respect of those lands there is now no dispute. But from that time to the 31st of May, 1872, he held that the defendant's grant had lateral limits of twenty miles from its road, and refused to withhold from market lands beyond those limits; and not only did he refuse to permit the defendant to select lands opposite the completed sections of road, more than twenty miles from the line, but issued to other parties patents for them, although the claims of such parties attached thereto after the filing of defendant's map. The map attached to the bill shows two facts; one, that the defendant has secured only a small proportion of lands opposite its first section of road; the other, that most of the lands which it has secured in lieu of those within twenty miles of its line, are in the Western part of the State; so that, by reason of the error of the officers of the Government, it lost the opportunity to select lands in the settled parts, where they were very valuable, and was compelled to take them in unsettled parts, where they are of inconsiderable value. And this is made still more apparent by certain allegations of the bill. In each paragraph in which complaint is made, in respect of a parcel of land, selected in parts where it is said the defendant should not have gone, the allegation is, that "at the time of the definite location of the line of the road," which was June 22, 1865, and "at the time of the

completion of the" first, second, etc., "twenty miles of road," the company could have obtained lands nearer the line, and opposite the section of road, by building which, it earned them. But from "the time of the definite location of the line of road," to May 31, 1872, the department would not allow us to take these lands. When the several sections of road were completed, we are not informed. From the fact that their construction began July 4, 1869, and was completed September 2, 1872, it is clear that some, and in fact, nearly all were completed, before we were permitted to select any lands more than twenty miles from the line. And the pleading being taken most strongly against the pleader, we are bound so to assume. Hence, when we were entitled to these lands, and could have gotten them, they were refused us. There is no allegation that after the 31st of May, 1872, when our rights were respected by the land department, we could have obtained lands of the character and situation the counsel for the Government insists we should have taken. And the circumstances make it very clear that we could not—for being more valuable, we would have taken them if we could.

Having been driven from parts where we had a right to make our selection, by the erroneous ruling of the department, into parts where lands were less valuable, we are now met by the charge that we did not select our lands in the former.

If that view is correct, the department has nullified the act of Congress, and to a great extent destroyed our grant. The court will not take that view of the law, unless compelled to do so. If equitable rights can be predicated, of such a party, in such a case, the situation of this defendant appeals most strongly to the most favorable consideration of the court.

7. Until it had secured lands "to the amount of ten alternate sections per mile of road, on each side thereof,"

there was no limit to the defendant's grant within North and South lines at the termini of the road. In this wide field, much was left to the choice of the defendant in making its selections, and to the discretion of the department in confirming them. There is no pretence that the rights of the company or the powers of the department were unfairly or corruptly exercised. This court will not undertake to review or reverse the decision based on this discretion of the officers of the Government, who were charged with the administration of this grant.

THE THIRD QUESTION.

Did the amendment of Section three, of the act of 1862, by Section five, of the act of 1864, enlarge the grant in aid of the Iowa branch of the Union Pacific Road, and if not, was the defendant bound to secure the same, notwithstanding the ruling of the Land Department, under penalty of not having the full amount of land granted to it ?

1. If the amendment did not enlarge the grant in aid of the Iowa branch, it did not similiarly affect the grants to the other branch companies. And, yet, to them all, lands have been patented, and by them all these lands have been sold, upon the idea that the amendment had that effect; and vast interests have been built upon that title. They will not be disturbed at this late day: the mischief would be incalculable. The construction of the grants was a contemporaneous one, in which for many years the government and all the companies have acquiesced; as such, it should now be sustained, whatever might be said or thought of it as an original question.

2. The act of 1864, greatly enlarges the privileges and franchises of all the companies: it enlarges the privileges and franchises of each branch company and each branch

road equally with the trunk: all are equal in all respects. There is no reason for making a discrimination in respect of their several land grants. Equality in all other respects shows an intention to establish equality also in this.

3. Suppose the amendment, instead of enlarging the grant in aid of the trunk, had repealed section three, of the act of 1862, would the grants in aid of the branches not also have been extinguished? Most certainly, for they were to be built on the same terms as the trunk. This illustrates the converse proposition for which we contend.

4. But, were all this otherwise, the patents conveying to the defendant lands in lieu of those erroneously patented to the Union Pacific Company, should not be held void and set aside by the decree of the Court. It was the government—or, if you please, the officers of the government, who committed the alleged error, not the defendant. It claimed the law to be as, at this late day, the government construes it. The decision was adverse to it, and was largely prejudicial to it. But it had no practical remedy, for it could file its bill asserting its right only when the patents issued to its adversary, which was long afterwards; and in the meantime the lands were being disposed of to multitudes of purchasers. It was compelled therefore to seek some partial indemnity, out of lands more remote from its road, and, of course, of inferior value. Having done so, it cannot now be deprived of what it has secured. At least it cannot be deprived of these lands until the government has put it *in statu quo*, by the recovery for it of the lands of which it has been deprived, and in place of which the lands here in dispute were patented to it. Were this question between private persons that would be exacted of the plaintiff: he would be required to do equity before having equity. And the same just rule applies equally to the government. As is said in the United States v. Bostwick, 94 U. S., 66. "The United States,

when they contract with their citizens, are controlled by the same laws that govern the citizens in that behalf. All obligations which would be implied against citizens, under the same circumstances, would be implied against them."

Kendall v. U. S., 12 Peters, 612.

Indeed, the rule is stronger against the government.

It is incompatible with the honor and dignity of the government that grievances committed by the public should be determined merely upon principles of strict legal liabillity.

They should be redressed upon broad principles of natural equity.

1 Blackstone, 243, and citations.
Cooley on Taxation, 451.
Hampson et al., v. State, 8 Ohio, 315.
State v. Suley, 11 Ohio St., 501-7.
S. C., 12 Ohio St. 496 and 523.
Kendall v. U. S., 12 Pet., 527 and 612.

THE FOURTH QUESTION.

If the amendment did enlarge the grant in aid of the Iowa branch, ought the lands between ten and twenty mile thereof, when over-lapping the defendant's grant to have been divided between the two companies equally; and if so, is the validity of the defendant's patents to lands taken in lieu thereof, affected thereby ?

1. The amendment gave the Union Pacific Company the exclusive right to the whole of the grant as enlarged by the act of 1864, upon a fair construction of the provisions. This is not the simple case of two several grants, of the same date, to two several companies. The amendment was designed to operate upon the grant of 1862, prior to the coming into effect of the defendant's grant.

2. This is made more distinctly to appear by the fact that the defendant was permitted to take lands more than twenty miles from its line. Thereby, the two companies were enabled each to have satisfaction of its grant to the full amount of land specified. As the defendant could go to remote parts for the satisfaction of its grant, and as the Union Pacific Company could not do so, the latter takes all the land within the limits affixed to its grant, while the former seeks other lands in place of those thereby lost to it, where they could find them. It was in large part, because of this prior and exclusive right of the Union Pacific Company, in the common territory of the two grants, that lateral limits were not annexed to the defendant's grant. The rule recently declared by this Court, that common lands granted to two companies, by two acts of the same date, are to be equally divided between them, rests upon the fact that there is not a sufficiency of land to satisfy both grants. It has no application to two grants primarily overlapping each other, but accompanied with a provision that one may have the full measure of its grant elsewhere. A simple illustration is enough to make this manifest.

If I own 2,000 acres of land in this district, 1,000 only of which is within one mile of this city, and I devise to A, 1,000 acres within that limit, and to B, 1,000 acres within the District, B will not have half of the 1,000 acres which are within the limitation, excluding A from his devise to that extent, but he will be sent into the fields for his share, leaving to A the whole of the lands out of which only his devise can be satisfied. The case is the same here.

3. The considerations presented above in answer to the third question are pertinent here.

THE FIFTH QUESTION.

Admitting that the grant to the defendant was of ten alternate sections per mile, on the north side of its road, and of ten alternate sections per mile, on the south side thereof, and that lands could not be taken on one side in place of those granted on the other, can the appellant recover the lands thus improperly granted, without identifying them, so that the decree can describe them?

1. It is to be remembered, as has been before stated, that the defendant has received no more lands in amount than it was entitled to; in fact, there is a deficiency of several hundred acres. The only objection is that certain lands were taken on the north, which ought to have been taken on the south of the road. It does not appear, nor is it the fact, that any wrong has been done to the Government by the error of its officers.

2. If the lands improperly patented to the defendant cannot be identified, obviously no specific lands can be recovered. There is no power in the court to select them from the whole amount patented. What basis can it adopt for its action? Shall the lands be selected with reference to value? It cannot be known what was the value of the lands south of the road which ought to have been taken, and in place of which those sought to be recovered were patented, for it is impossible to ascertain what lands south of the road might or would have been selected. Shall lands of average value be selected by the court to be reconveyed by the company to the United States? Such lands may be of much greater or much less value than those to which confessedly the company was entitled; and by what process can the court become informed, so as to act intelligently? A commissioner examining the facts, would be as much at sea, as was the District Attorney when he found himself unable to amend the bill. The truth is, the difficulty is inherent in the matter; no specific

lands north of the road, were taken in place of lands south of the road.

Kitchen v. Rayburn, 19 Wall., 254.

3. While it is remembered that no wrong was intended by the officers of the Government, or by the defendant, and no practical injury was done to the appellant, it is to be also remembered that the company was, by the act of 1864, compelled to and did pay to the United States their expenses in surveying, selecting and conveying these lands. The selections were made in May, 1872, and the last of the five patents, here sought to be avoided, was made in November of that year. From that time to February, 1875, our right to the lands and the patents was not disputed. During that period we were subjected to heavy payments for taxes and other purposes incident to the ownership of them. But the bill does not tender us the sums, by no means inconsiderable, which we paid for these lands, nor does the appellant propose to put us in *statu quo* in other respects.

This may be a technical objection to the bill, but it is sufficient to meet the objection, also technical, that we have lands, not more in amount than we were entitled to, but situated where they ought not to be.

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J. M. WOOLWORTH,
Of Counsel.